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EIGHTH ANNUAL REPORT  
OF THE  
RAILROAD COMMISSION  
OF THE  
STATE OF FLORIDA

For the Year Ending March 1, 1905.



TALLAHASSEE, FLORIDA, 1905.

COLLINS BOOK AND JOB OFFICE.

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## COMMISSIONERS.

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|--|---|
| R. H. M. DAVIDSON, <i>Chairman</i> , Commissioner; | } July 1,<br>1897, to<br>Jan'y 3<br>1899.     |
| HENRY E. DAY, Commissioner;                        |   |
| JOHN M. BRYAN, Commissioner;                       |   |
| J. L. NEELEY, JR., <i>Secretary</i> .              |   |
| HENRY E. DAY, <i>Chairman</i> , Commissioner;      | } Jan'y 3<br>1899, to<br>Jan'y 8<br>1901.     |
| JOHN M. BRYAN, Commissioner;                       |   |
| JOHN L. MORGAN, Commissioner;                      |   |
| JOHN L. NEELEY, <i>Secretary</i> .                 |   |
| *HENRY E. DAY, <i>Chairman</i> , Commissioner;     | } Term<br>b'gin'ng<br>January<br>8, 1901.     |
| JOHN M. BRYAN, Commissioner;                       |   |
| JOHN L. MORGAN, Commissioner;                      |   |
| †JOHN L. NEELEY, <i>Secretary</i> .                |   |
| JOHN L. MORGAN, <i>Chairman</i> , Commissioner;    | } Oct. 1,<br>1902, to<br>January<br>6, 1903.  |
| JOHN M. BRYAN, Commissioner;                       |   |
| R. HUDSON BURR, Commissioner;                      |   |
| ROYAL C. DUNN, <i>Secretary</i> .                  |   |
| JEFFERSON B. BROWNE, <i>Chm.</i> , Commissioner;   | } Jan. 6,<br>1903.<br>to Jan. 3<br>1905.      |
| JOHN L. MORGAN, Commissioner;                      |   |
| R. HUDSON BURR, Commissioner;                      |   |
| ROYAL C. DUNN, <i>Secretary</i> .                  |   |
| JEFFERSON B. BROWNE, <i>Chm.</i> , Commissioner;   | } Present<br>term be-<br>gan Jan.<br>3, 1905. |
| JOHN L. MORGAN, Commissioner;                      |   |
| R. HUDSON BURR, Commissioner;                      |   |
| ROYAL C. DUNN, <i>Secretary</i> .                  |   |

\*Henry E. Day resigned October 1, 1902, and was succeeded by R. Hudson Burr. At the same time John L. Morgan was elected Chairman for the rest of the term.

†Resigned October 1, 1901, and Royal C. Dunn was elected as his successor.

# Report of the Railroad Commission.

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OFFICE OF THE RAILROAD COMMISSION,  
STATE OF FLORIDA,

Tallahassee, March 1, 1905.

To His Excellency,

N. B. BROWARD,

Governor of Florida.

Sir:—

In obedience to the law establishing the Railroad Commission of Florida we have the honor to submit to you herewith our eighth annual report, the same being for the year ending March 1, 1905.

## CORRESPONDENCE.

During the year, 3,625 letters were addressed to 775 different persons in reference to the adjustment of complaints and claims filed with the Commission against the various railroads and transportation companies doing business in the State. The preparation of many of these communications, involving as they did questions relating to classification, rates, rules and regulations, required no little time and investigation. All communications addressed to the Commission, either by the transportation officials or by the general public, have received our careful attention and as prompt and as intelligent reply as the condition of the case would allow. Besides the regular correspondence, there was a large number of tariffs, rules and regulations, notices of hearings and orders made by the Commission, and copies of annual report, sent out during the year. Copies of notices of hearings



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were mailed to the leading papers of the State, in order that the public should become generally informed of the acts of the Commission.

### HEARINGS.

There were formal hearings during the year at which were considered 24 different complaints. The greater number of these were held in Tallahassee, but when the public interests would be better subserved thereby, meetings were held at Jacksonville and other points.

### COMPLAINTS.

The Commission considered 216 complaints against the railroads during the year. Eight complained of improper depot facilities, and petitioned the Commission for relief. Six complained of the lack of station agencies, and asked that the railroads be required to establish them. In two instances, orders were made, granting the relief prayed for, and in one instance the Commission did not consider the amount of business done at the station justified the establishing of an agency.

There were 13 complaints of the failure of railroad companies to furnish cars for the prompt transportation of lumber, wood and other commodities which were taken up by telegraph with the railroad companies, and the cars promptly furnished. The other complaints covered a wide range of subjects, such as delayed shipments, excessive freight rates, violation of rules and rates, withdrawal of special rates, and improper demurrage. The Commission investigated each one of these complaints and decided it on its merits. In the great majority of the cases the complainants secured the relief asked for.

In making a complaint it is not necessary to follow any prescribed form. A simple statement of the case in a letter addressed to the Commission is all that is required to secure the co-operation of the Commission in getting relief from any imposition which complainants may be subjected to by the transportation companies.

RAILROAD COMMISSION, STATE OF FLORIDA. 7

In order that the public may have a clear understanding of the way in which the Commission handle the various complaints which are sent to them for adjustment, we give in detail the following correspondence which occurred during the year, in the adjustment of several complaints:

W. S. MOON vs. F. E. C. RY.—PASSENGER RATES,  
EAST PALATKA TO DAYTONA.

November 30, 1904.

Hon Chairman State Railroad Commission,  
Jacksonville, Fla.:

Dear Sir—I want to call your attention to an overcharge in fare from East Palatka to Daytona. The distance is 48 miles. I paid \$1.65 for ticket from East Palatka to Daytona and \$1.65 return. This is more than 3 cents per mile. Why is this allowed? Advise me, if you please, and investigate same.

Yours truly,

(Signed.)

W. S. MOON,  
Hawthorn, Fla.

Tallahassee, Fla., Dec. 10, 1904.  
File No. 1978-

Mr. J. P. Beckwith,  
Traffic Manager,  
St. Augustine, Fla.:

Dear Sir—Complaint is made to this office that your company charges \$1.65 passenger fare between East Palatka and Daytona, a distance of 48 miles. Upon examination of your passenger tariff, the Commission find that this is your published rate. Will you kindly say why more than the rate of 3 cents per mile is charged between these points?

Yours truly,

(Signed.)

R. C. DUNN,  
Secretary.

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Tallahassee, Fla., Dec. 10, 1904.

Mr. W. S. Moon,  
Hawthorn, Fla.:

Dear Sir—Replying to yours of the 30th ult. in reference to passenger charge of more than 3 cents per mile between East Palatka and Daytona, I am directed to state that the Commission have taken this matter up with the railroad company for investigation. The Commission thank you for bringing the matter to their attention. As soon as a decision is reached you will be advised.

Yours truly,  
(Signed.)

R. C. DUNN,  
Secretary.

St. Augustine, Fla., Dec. 12, 1904.

Mr. R. C. Dunn,  
Sec. State Railroad Commission,  
Tallahassee, Fla.:

Dear Sir—I have your favor of the 10th inst., file 1978, relative to passenger fare from East Palatka to Daytona. The reason why this rate is made \$1.65 is to protect the through rate as made from Jacksonville, and to prevent tickets being sold from Jacksonville by the Atlantic Coast Line to points on our line south of East Palatka, which would enable them to make a lower rate to Daytona than could be made by our line, it being necessary to carry a rate 20 cents higher from East Palatka to protect these conditions.

Yours truly,  
(Signed.)

J. P. BECKWITH,  
Traffic Manager.

Tallahassee, Fla., Dec. 16, 1905.  
File No. 1978—

Mr. J. P. Beckwith,  
Traffic Manager,  
St. Augustine, Fla.:

Dear Sir—The Commission are in receipt of yours of

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the 12th inst., your file not given, in reference to passenger fare between East Palatka and Daytona, and have carefully noted same. The Commissioners have directed me to say that they are obliged to rule that your company can collect no more than 3 cents per mile for passengers on your line, and all rates for passengers which you publish and charge which are in excess of this amount are disapproved by this Commission, and and must be discontinued. This, of course, is not meant to apply to stations below Homestead.

(Signed)

R. C. DUNN,  
Secretary.

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St. Augustine, Fla., Dec. 19, 1904.

Mr. R. C. Dunn,

Sec. State Railroad Commission,  
Tallahassee, Fla.:

Dear Sir—I beg to acknowledge receipt of yours of the 16th, file 1978, with reference to passenger fares between East Palatka and Daytona, and will be glad if you will request the Commission to give us an opportunity to be heard personally in this matter at any date that will suit their convenience, when I will gladly appear before them.

Yours truly,

(Signed.)

J. P. BECKWITH,  
Traffic Manager.

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Tallahassee, Fla., Jan. 9, 1905.

File No. 1978—

Mr. J. P. Beckwith,

Traffic Manager,

St. Augustine, Fla.:

Dear Sir—Replying to yours of December 19th, with reference to passenger fares between East Palatka and

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Daytona, and requesting that you be given an opportunity to be heard personally in the premises, I am directed by the Commission to state that it will be convenient for them to hear you on the 23rd of January. There are several hearings set for that date, but this matter can be taken up with you after the other matters are disposed of.

Yours truly,  
(Signed.)  
Dict. R. C. D.

R. C. DUNN,  
Secretary.

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Tallahassee, Fla., Jan. 27, 1905.

File No. 1978-

Mr. J. P. Beckwith,  
Traffic Manager,  
St. Augustine, Fla.:

Dear Sir—Referring again to the matter of passenger fares between East Palatka and Daytona, I am directed by the Commission to advise you that they are of the opinion that you should operate a 3 cent per mile rate to and from East Palatka to Daytona and all stations between those points.

They hold that it is a discrimination against the people living on the line of your road between Daytona and East Palatka for you to charge more than 3 cents per mile to and from these points.

The Commission desire to be advised whether you will operate a 3 cent per mile rate to and from these points, without the necessity of a formal hearing. If you will not, it will be necessary for the Commission to appoint a time and place when you can be heard.

Yours truly,  
(Signed.)  
Dict. R. C. D.

R. C. DUNN,  
Secretary.



St. Augustine, Fla., Jan. 30th, 1905.

Mr. Royal C. Dunn,

Sec. Railroad Commission, State of Florida,  
Tallahassee, Fla.:

Dear Sir—I thank you for your 1978 of the 27th inst., and regret to learn that the formal hearing the Commission gave me did not convince them of the justice of our position in protecting revenue south of Palatka, but was afraid that during the hurry to get through with business that my remarks were not heard by all the Commission.

As Mr. Parrott is absent and will not return until the latter part of the week, I would like to lay the matter before him before asking for either a formal or an informal hearing.

Will you kindly advise me if this will be satisfactory, as I hope to advise you definitely by Saturday of this week?

Yours truly,  
(Signed.)

J. P. BECKWITH,  
Traffic Manager.

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St. Augustine, Fla., Feb. 6, 1905.

Mr. Royal C. Dunn,

Sec. R. R. Commission of State of Florida.  
Tallahassee, Fla.:

Dear Sir—In further reply to your favor of January 27th, file 1978. After conferring with Mr. Parrott, he instructs me to say that we will conform as directed by the Commission in the first paragraph of your letter, and as soon as it is possible for us to print supplements to Tariff No. 12, they will be issued and placed in the hands of our employees.

Yours truly,  
(Signed.)

J. P. BECKWITH,  
Traffic Manager.



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Tallahassee, Fla., Feb. 8, 1905.

Mr. W. S. Moon,  
Hawthorn, Fla.:

Dear Sir—I am directed to state that the Commission are just in receipt of a communication from Mr. J. P. Beckwith, traffic manager, Florida East Coast Railway, in which he states that his company will operate a 3 cents per mile passenger rate between East Palatka and Daytona in future. The Commission desire to thank you for bringing this matter to their attention. If the Commission can serve you at any other time they will be pleased to do so.

Yours truly,  
(Signed.)

R. C. DUNN,  
Secretary.

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W. N. CAMP VS. A. C. L. RY.—PASSENGER RATE,  
OCALA TO DUNNELLON.

Ocala, Fla., Jan. 11, 1905.

Hon. Railroad Commission,  
Tallahassee, Fla.:

Dear Sir—The Atlantic Coast Line Railroad Company charges 3 1-2 cents per mile from here to Dunnellon. Please let me know if they have legal authority to do this.

Yours truly,  
(Signed.)

W. N. CAMP.

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Tallahassee, Fla., Jan. 13, 1905.

Mr. W. N. Camp,  
Ocala, Fla.:

Dear Sir—Replying to yours of the 11th inst. in reference to passenger rate between Ocala and Dunnellon, I

am directed by the Commission to advise you that the Atlantic Coast Line Railroad is not authorized to charge 3 1-2 cents per mile between Ocala and Dunnellon. They are allowed to make that charge on the Homosassa Branch, but not between the above-named points—not between any points between Ocala and Dunnellon. The Commission desire to thank you for bringing the matter to their attention. They have to-day taken up with traffic department of the Atlantic Coast Line Railroad with the view of having the matter corrected.

Yours truly,  
(Signed.)

R. C. DUNN,  
Secretary.

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Tallahassee, Fla., Jan. 13, 1904.  
File No. 1998-

Mr. H. M. Emerson,  
Traffic Manager,  
Wilmington, N. C.:

Dear Sir—Complaint is made to this office that the Atlantic Coast Line Railroad Company is charging 3 1-2 cents per mile passenger rate from Ocala to Dunnellon. Will you kindly advise this office if this is done with your approval?

Yours truly,  
(Signed.)

R. C. DUNN,  
Secretary.

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St. Augustine, Fla., Jan. 18, 1905.

Mr. R. C. Dunn,  
Sec. Florida Railroad Commission,  
Tallahassee, Fla.:

Dear Sir—Replying to yours of the 13th, we are charging 3 1-2 cents per mile passenger rate on the Homosassa

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Branch. This rate was approved by the Commission. The Homosassa Branch was formerly known as the Silver Springs, Ocala and Gulf Railroad, and runs from Ocala to Homosassa.

Yours truly,  
(Signed.)

H. M. EMERSON,  
Traffic Manager.

Tallahassee, Fla., Jan. 25, 1905.  
File No. 1998-

Mr. H. M. Emerson,  
Traffic Manager,  
Wilmington, N. C.:

[Passenger Rate Ocala to Dunnellon.]

Dear Sir—Replying to yours of the 18th inst., in reference to the above subject, I am directed by the Commission to advise you that the Commission's order allowing your company to charge 3 1-2 cents per mile on the Homosassa Branch does not allow you to charge 3 1-2 cents per mile between Ocala and Gulf Junction. The Homosassa Branch is that part of your line from Gulf Junction to Homosassa, and is so recognized by your company on page 9 of your last annual report to this Commission. The Commission hold that your company must desist from charging 3 1-2 cents per mile between Ocala and Gulf Junction and charge only 3 cents per mile.

Yours truly,  
(Signed.)

R. C. DUNN,  
Secretary.

Wilmington, N. C., Jan. 27, 1905.

[Rates, Passenger, Ocala to Dunnellon.]

Mr. R. C. Dunn,  
Railroad Commission, State of Florida,  
Tallahassee, Fla.:

Dear Sir—Replying to yours, 25th, file 1998: We have

understood that the Commission approved passenger rates we submitted, and, in fixing said rates, it was our intention to apply 3 1-2 cents per mile between Ocala and Homosassa. I note the Commission's understanding that the rate between Ocala and Gulf Junction should be 3 cents per mile, and I have instructed our general passenger agent to prepare supplement to local passenger tariff, making same effective as early as practicable, adjusting the rates from Ocala to Gulf Junction, 3 cents per mile.

Yours truly,  
(Signed.)

H. M. EMERSON,  
Traffic Manager.

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Tallahassee, Fla., Jan. 30, 1905.

Mr. W. N. Camp.  
Ocala, Florida:

Dear Sir—The Commission are just in receipt of the following communication from Mr. H. M. Emerson, Traffic manager, Atlantic Coast Line Railroad Company, which is self-explanatory:

"We have understood that the Commission approved passenger rates we submitted, and, in fixing said rates, it was our intention to apply 3 1-2 cents per mile between Ocala and Homosassa. I note the Commission's understanding that the rate between Ocala and Gulf Junction should be 3 cents per mile, and I have instructed our general passenger agent to prepare supplement to local passenger tariff, making same effective as early as practicable, adjusting the rates from Ocala to Gulf Junction, 3 cents per mile."

The Commission desire again to thank you for having brought this matter to their attention, and if you notice any similar violation of our rules at any time, the Commission will be very glad to have you report same to them.

Yours truly,  
(Signed.)  
Dict. R. C. D.

R. C. DUNN,  
Secretary.

GAINESVILLE BOARD OF TRADE VS. S. A. L. RY.—MILE-  
AGE JACKSONVILLE TO GAINESVILLE.

Gainesville, Fla., Jan. 11, 1905.

Hon. Jefferson B. Browne,  
Chairman Railroad Commission,  
Tallahassee, Fla.:

Dear Sir—This letter is forwarded in compliance with the action at the meeting of the Gainesville Board of Trade held at Gainesville this afternoon, and we are ready to send a committee for a hearing on the matter, if such is arranged.

Prior to July 1st, 1903, at which time the revised tariff adopted by the Florida Railroad Commission was made effective, the rates from Jacksonville to Gainesville were based on a distance of 70 miles. The Seaboard Air Line, operating the short mileage, filed with the Commission a Distance Table showing 70 miles to be the distance.

Since July 1st they have filed a Distance Table setting forth 70.5 miles as being the distance. The original Distance Table was submitted to you when their Jacksonville depot was about one mile further east than at present, and, if there was any difference in mileage between that originally filed and the one you have now, it should have been less instead of more. Increasing the distance 5-10 of a mile permitted the roads to charge a freight tariff applicable to the 80 mile bracket.

We will greatly appreciate your suggestions as to what steps you desire this Board of Trade to take, if any, in order to establish the justice or injustice of this newly adopted distance.

Remembering that Mr. W. B. Taylor informally discussed this matter with you and that you are familiar with the facts above stated and possibly are now endeavoring to adjust the matter in other ways than through formal hearing with consequent order, we beg to assure you that we have implicit confidence in your



desire to correctly adjust the matter, and are content to leave it entirely to the wisdom of the Commission, but holding ourselves in readiness at all times to carry out any suggestions you may offer for our guidance.

Yours truly,  
(Signed.)

W. M. PEPPER,  
Secretary.

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Tallahassee, Fla., Jan. 16, 1905.  
File No. 1999-

Mr. C. R. Capps,  
General Freight Agent,  
Portsmouth, Va:

Dear Sir—The Commission have noticed that for 10 or 12 years prior to February 1, 1903, in the making of passenger rates, and July 1, 1903, in making of freight rates, the distance between Jacksonville and Gainesville was 70 miles; but since the above named dates, the distance has been called by your road 70.5 miles and you have charged for the 80 mile bracket. Will you kindly give the reasons for this change.

Yours truly,  
(Signed)

R. C. DUNN,  
Secretary.

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Tallahassee, Fla., Jan. 16, 1905.  
File No. 1999-

Mr. W. M. Pepper,  
Secretary of the Board of Trade,  
Gainesville, Fla:

Dear Sir—Replying to yours of the 11th inst., in reference to a change in the mileage between Gainesville and Jacksonville, I am directed to state that the Commission have today taken up with the officials of the



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Seaboard Air Line Railway with a view of investigating this question. As soon as a decision is reached, or as the matter progresses, you will be advised.

Yours truly,  
(Signed)

R. C. DUNN,  
Secretary.

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Portsmouth, Va., Feb. 2, 1905.  
File F-

[Rates from Jacksonville to Gainesville, Fla.]

Mr. R. C. Dunn,  
Secretary Florida R. R. Commission,  
Tallahassee, Fla:

Dear Sir—Referring to your favor of the 16th ult., file 1999, and to our recent conversation on this subject. At the time of the general revision in Florida rates on July 1st, 1903, we took the actual distance without regard to previous adjustment. It transpires, however, upon investigation, that the actual distance between Jacksonville and Gainesville is 69 and 61-100 miles, and we have therefore decided to reduce the rates between these points to the 70 miles scale, effective February 15.

Yours truly,  
(Signed)

C. R. CAPPS,  
General Freight Agent.

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Tallahassee, Fla., Feb. 8, 1905.  
File No. 1999-

Mr. W. M. Pepper,  
Secretary Board of Trade,  
Gainesville, Fla:

Dear Sir—The Commission take pleasure in giving you the following copy of communication just received

from Mr. C. R. Capps, General Freight Agent of the Seaboard Air Line Ry., which is self explanatory:

"Referring to your favor of the 16th ult., file No. 1999, and to our recent conversation on this subject. At the time of the general revision in Florida rates on July 1st, 1903, we took the actual distance without regard to previous adjustment. It transpires, however, upon investigation, that the actual distance between Jacksonville and Gainesville is 69 and 61-100 miles, and we have therefore decided to reduce the rates between these points to the 70 mile scale, effective February 15th."

If the Commission can serve you or the people of Gainesville at any other time they will be pleased to do so.

Yours truly,

(Signed)

R. C. DUNN,  
Secretary.

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Gainesville, Fla., Feb. 10, 1905.

Mr. R. C. Dunn,  
Secretary R. R. Commission,  
Tallahassee, Fla:

Dear Sir—We are pleased to acknowledge receipt of your letter notifying us of the restoration of Gainesville to the 70 mile scale and freight rates.

Our Board wishes to thank you in behalf of the people of Gainesville for your valuable services.

Yours truly,

(Signed)

W. M. PEPPER,  
Secretary Board of Trade.

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### CLAIMS,

During the year just past there were 237 claims sent to the Commission for collection from claimants in dif-

ferent parts of the State. These claims amounted to \$5,012.46.

156 claims, amounting to \$2,097.74, were collected from the railroads and express company during the year and refunded to claimants. 120 of these were of the number presented during the year.

10 claims, amounting to \$198.21, were settled satisfactorily by the delivery of the shipment or otherwise, without payment of claim.

13 claims, amounting to \$310.50, were for various reasons declined by the railroads and express company.

16 claims, amounting to \$31.09, proved to be unfounded, and were withdrawn by claimants.

78 claims, amounting to \$2,374.92, are now in the course of adjustment.

These claims were for overcharge or loss and damage, and for the most part were for small amounts. More than half of the claims were for overcharge or loss and damage on interstate shipments.

The claim department of the Commission is gradually growing in importance each year. As the people of the State become more familiar with the workings of this department, it will become more popular, and a great deal more good can be accomplished in the way of collecting claims.

We desire again to call the attention of the public to the importance of sending full information to the Commission in reference to the collection of claims in the first instance, and thus save needless correspondence in getting the facts. In making a claim for damage to a shipment, or for loss of part of a shipment, it is always necessary to have the bill of lading, freight bill, and invoice or account sales, and in making claim for overcharge, it is necessary to have bill of lading and freight bill.

## EQUIPPING LUMBER CARS.

At the session of the Legislature of 1903 an act was passed requiring the railroads of the State to equip their cars which were to be used for the transportation of lumber with such standards or stanchions as would be necessary for the transportation of lumber, and in case of failure to so equip their cars, the railroads would be required to pay the shippers of lumber \$1.50 for each car not equipped.

This act gave the railroads until January 1st, 1904, to have their cars equipped.

Before the expiration of this time the Commissioners learned that some of the railroads contemplated equipping their cars with permanent immovable stanchions. To so equip their cars would have made the law inoperative, as they could not thus have been loaded without great inconvenience and expense to the shipper.

On December 2nd, the Commissioners issued a circular letter to the railroads, informing them that as the Railroad Commission Law authorized the Commissioners "to require railroads to furnish all necessary facilities for the convenient and prompt handling, transportation and delivery of all freights," etc., the Commissioners had authority to make rules prescribing what would be considered "proper and sufficient standards, supports, stays, strips, railing and other equipments and appliances necessary to hold the cargo in place," and that the Commissioners would consider all cars equipped with permanent, immovable stanchions, which would necessitate the loading and unloading of lumber over the top or from the end of the car as a violation of both the spirit and the letter of the act, Chapter 5213, Laws of Florida.

The Commissioners hoped that this notice to the railroads would be all that would be necessary, but shortly afterwards they were advised that the L. & N. R. R. Co. had furnished cars for loading lumber equipped with

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permanent stanchions, and the party to whom they were furnished asked that they be taken back, and he be furnished with flat cars, and that he would waive his rights under the law to charge the railroad \$1.50 per car for equipment.

The Commissioners thereupon at once issued notice to the railroads of the proposed adoption of a rule to meet what it regarded as a flagrant violation of the intention of the law-making power of the State, and upon a hearing, Rule No. 22 was adopted.

This is the limit to the Commissioners' authority in the matter of the equipment of lumber cars, as the power to enforce the payment of the \$1.50 per car for equipment furnished by the mill men is not lodged in the Commission. The collection of this charge from the railroads for car equipment is a right given the saw-mill men by the laws of Florida, and if they do not avail themselves of their rights, they have no cause for complaint.

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### AMENDMENTS TO CLASSIFICATION.

On February 23rd, 1903, the hardware dealers of Gainesville, represented by Mr. W. B. Taylor, of that place, presented a petition to the Railroad Commissioners, asking for amendments to Classification No. 1, reducing carload rates on agricultural implements, earthenware, stoves and ranges, and sash, doors and blinds, and thus place all towns in the State on as near an equal footing as the situation of each would permit.

The matter involved a great amount of work and investigation by the Commission, and after hearing the representatives of the Gainesville and Ocala Boards of Trade, and the railroad officials, the Commission made the changes in the classification requested. (See Order No. 65.)



## SUGAR CANE RATES.

At a meeting of the Interstate Cane Growers' Association at Jacksonville, May 5th, 1904, a resolution was passed, requesting the Railroad Commissions of the cane producing States to establish and put into effect similar rates on sugar cane as are now in effect in Louisiana. It was claimed that if the rates on sugar cane to factories were reduced in line with the sugar cane rates of Louisiana, that it would be the means of establishing sugar factories at central points in Florida; that the soil of Florida was well adapted to sugar cane growing, and that if the industry ever got under headway it would prove one of the most valuable in the State.

After consideration, the Commissioners adopted a rate of 50c per ton on sugar cane for 25 miles, and 75c per ton for 100 miles.

The rate on seed sugar cane was also reduced from Class 6 to Class M in carload quantities.

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CLASSIFICATION OF SHRUBBERY.

Early in October, 1904, petitions were received from the nurserymen of the State, complaining that as the Commission's classification of trees and shrubbery then was, the rates were not only very high and unjustly discriminating as between the different kinds of trees and shrubbery, but that there was great confusion as to the different classification of these articles.

It was complained that the agents of the railroads frequently made errors in the billing of their shipments, and they were overcharged thereby. They asked the Commission to take the matter under consideration, and place all trees and shrubs in less than carload quantities in Class 6, and in carload lots in Class N.

They claimed that this would avoid further confusion, and would give them a fair rate.



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The Commission appointed a day for a hearing, at which the railroad officials and representatives of the nurserymen appeared before the Commission, and were heard, after which the Commission made an order changing the classification of trees and shrubbery, in accordance with the petition of the nurserymen.

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### PHYSICAL CONNECTION AT GAINESVILLE.

Early in the year 1904 complaint was made to the Railroad Commission by citizens of Gainesville, that there was no physical connection between the tracks of the Atlantic Coast Line Ry. and the Seaboard Air Line Ry., in the city of Gainesville, and that as a consequence the public was put to needless expense and annoyance in the transfer of freight from one road to the other.

Soon after the complaint was made, the Commission took up with the officials of the two railroad companies, by correspondence, hoping in that way to get an adjustment of the question, without taking any formal action.

Numerous letters were exchanged between the railroads and the Commission. The officials of the Atlantic Coast Line Ry. agreed to make the connection, but the Commission could get no definite reply from the Seaboard Air Line Ry., and it was found necessary to make an order requiring connection to be made.

After a hearing on the 21st day of November, A. D., 1904, the order was made, and on December 29th the Commission received a communication from the Atlantic Coast Line R. R., advising that physical connection at Gainesville had been completed.

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### PAYMENT OF FREIGHT CHARGES.

The Commission desire to call the attention of the public to the matter of the payment of freight charges,

as many of the injustices suffered by the public come from a failure on the part of the patrons of the railroad to know their rights and to demand them.

It has come to the attention of the Commission, through claims sent to this office, that railroad agents in many instances demand and require consignees of freight to pay charges on entire shipments of freight where parts of the shipment may not have arrived at destination. This is a violation of the rules of the Commission and the laws of the State. Consignees of freight should report such violations to either the State's Attorney or the Railroad Commission. The railroads have the right to collect freight charges only on that part of a shipment which arrives at destination.

In making claims for loss or damage to a part of a shipment, the railroads require that the claim shall be accompanied by both the bill of lading and the freight bill. When a shipment has been damaged or a part of a shipment has failed to arrive at destination, and the claimant fails to require his local agent to make proper notation on the freight bill, upon presentation of claims the railroad will decline to consider them on the ground that the freight bill shows shipment receipted for in good order. The Commission have handled a large number of claims of this kind, but were unable to collect on account of the failure of the consignees to require the railroad agent to make proper notation on freight bills. Consignees of freight should be careful to require that this be done.

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#### INTERSTATE AND INTRA-STATE BUSINESS.

Under this head the Commission deem it wise to make some explanation of the character of complaints for either overcharge, loss and damage or the making of rates, for those of the public who do not understand that the Railroad Commission of Florida have no author-

ity, under the law, to make rates on interstate commerce; that is to say, they cannot make a rate on a commodity which is offered at a point in Florida and destined to a point beyond the State line, as such a shipment would be interstate commerce from the moment it was received and receipted for by the agents of the railway companies. Nor can the Commission regulate the freight charge on an article shipped from some point without the State of Florida to a point within the State of Florida, their jurisdiction being confined in the matter of making rates strictly to points wholly within the State of Florida, and is termed intra-state business.

From the numerous complaints filed with the Railroad Commission for loss or damage and for overcharge, and demand upon them to enforce the payment of such claims, it is apparent to the Commission that a great many people do not understand clearly what authority the Commission have in these matters.

For example, the Commission cannot force the railroad company to pay for the loss, damage or overcharge on a shipment originating in some other State and terminating in the State of Florida. Nor can they force the payment on a like shipment from a point in this State to a point in some other State.

However, the Commission do handle a great many claims of this character, and are pleased to be of whatever service they can to the shipping public in the collection and settlement of claims of this kind, but where they undertake to get such settlement they proceed merely as arbitrators between the claimants and the carriers, and where the Commission are able to show to the carrier that there is justice in the claims thus made, we have been successful in the collection of a great majority of them, by means of conferences and by correspondence with the companies.

Where claims of the nature above referred to are upon shipments of intra-state business—that is to say, traffic

moving from one point in this State to another point in this State—the Commission have full and ample authority under the law, except where the damage to an article of freight involves a question of fact as to the amount of damage sustained, when it is a matter for trial by jury, and where the claims are just, never hesitate to enforce the payment of same.

The above is made part of this report with the sole idea of disabusing the minds of any who may be of the impression that any claim for loss, damage or overcharge, regardless of whether it is interstate or intrastate, can be collected by this Commission.

In the matter of interstate commerce, we beg to call attention to the fact that there has been pending before the Congress of the United States for several years bills intended to enlarge the powers of the Interstate Commerce Commission, giving them ample authority to substitute just and reasonable rates for rates found to be unreasonable.

During the present Congress voluminous arguments were made before the Committees of Congress, urging that some adequate measure be recommended and enacted into a law, and in response to the demands for such legislation, the Committee on Interstate and Foreign Commerce for the House of Representatives reported bills to the House about the first of February, which were debated at length, and on the ninth day of February the House passed a bill to enlarge the powers of the Interstate Commerce Commission by an almost unanimous vote. This bill was sent to the Senate a few days later, and up to the closing of this report has not been acted upon by that body.

Should this legislation become law many abuses complained of by the people would be remedied.



## AMENDMENTS TO RAILROAD COMMISSION LAW.

The Commission law provides that when a party sues a railroad for "an overcharge, or other pecuniary injury, he shall be entitled to recover the total amount of such overcharge or pecuniary injury, with interest thereon, together with such additional amount as the jury may find necessary to reasonably compensate him for all expenses, including the value of his own time, and services, and all reasonable costs and attorney's fees incurred in the recovery of such damages."—Section 13, Chapter 4700, Laws of Florida, approved June 30, 1899, Railroad Commission Law.

The reason for this provision of the law is that a majority of the cases of overcharges are so small that an aggrieved party cannot afford to pay an attorney and costs and expenses, to litigate for his rights.

The same reason applies with equal force to claims for interstate shipments, and we see no reason why the same measure of damages should not apply in interstate cases and we again recommend that the law be amended to give any party who has been wronged—whether the transaction be interstate or intra-state—his attorney's fees, and the costs and expenses incurred in litigation.

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## PHOSPHATE AND FLORIDA WEST SHORE RATES.

As fully set out in the Seventh Annual Report of the Commission, on December 7th, 1903, after a full hearing of the railroads and petitioners, the Commission made an order fixing the rate for the hauling of phosphate between points within the State of Florida at one cent per ton per mile, except where that rate would raise the then existing rate, in which case the existing rate was to remain in force.

The railroads were given until January 15th to put

this rate into operation, and the Commissioners after waiting a reasonable time for the railroads to give notice of the operation of the rate, made an investigation, and found that the railroads were still charging other than the Commission's rate. Mandamus proceedings were instituted in the Supreme Court of Florida, by the Commission, to require the railroads to operate the rate prescribed. After a full hearing of counsel for the State and for the railroads, the Supreme Court rendered a decision sustaining the Railroad Commission on every point at issue.

The railroads then appealed for a supersedeas, and have appealed the case to the Supreme Court of the United States. The Commission are advised that it will probably take another year to get a decision from that court, but they are confident of a final decision in favor of the Commission.

The order of the Commission requiring the operation of only one local rate on the Florida West Shore Branch of the Seaboard Air Line Ry. was disregarded by the Seaboard Air Line Ry., and the Commission instituted mandamus proceedings in the Supreme Court to require the railroads to operate the Commission's rate. The case has taken the same course as the phosphate rate case.

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### PASSENGER RATES.

As set forth in the last annual report, on February 25, 1903, the Commission ordered the Pensacola & Atlantic Division of the Louisville & Nashville Railroad to reduce their passenger rates from four cents to three cents per mile, effective July 1, 1903. This length of time between the date of the order and the date the rate should go in effect was giving the railroad company at their request, in order that their officials might ascertain ap-



proximately what the reduction would amount to. The Commission hoped that the railroad would put the rate into effect without litigation. Having been informed, however, early in April that the Louisville & Nashville Railroad Company were going to contest the passenger rate question in the courts, the Commission determined that if a legal fight was necessary, the earlier it was begun and decided the better. Accordingly on the 15th of April the former order of the Commission, prescribing a three cent rate for the above named road was revoked and a new order made requiring the three cent rate to become effective on May 1, 1903.

A few days before the rate was to go into effect the United States Circuit Court, upon application of the railroad company, granted a temporary restraining order, enjoining the Commission from making its order effective. The Commission immediately employed special counsel, and on the 26th day of May, 1903, the case came up before Judge Pardee, who granted a temporary injunction against the Commission, restraining the Commission from putting said rate into effect, but requiring the railroad to give a twenty-thousand dollar (\$20,000) bond, pending the final disposition of the case.

The said case is still pending, owing to delays in securing the judgment of the Judge of the United States Circuit Court on certain demurrers which counsel for the Commission interposed to the bill of the complainant, but it is expected that in a short time the said case will be disposed of by said court.

In the early part of this litigation the Commission notified the public in a circular and through the newspapers that receipts for all passenger fares paid on the Pensacola & Atlantic Division of the Louisville & Nashville Railroad should be taken and forwarded to the office of the Railroad Commission. If the Commission is successful in the suit, the claims for overcharges will be collected and refunded. We regret to report that only

a few have availed themselves of this opportunity up to this time.

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### REFUSAL TO FURNISH CARS.

On October 21st, 1902, a complaint of more than usual importance was brought to our notice by D. M. Lowry, manager of the Florida Cotton Oil Company, at Tallahassee. It was complained that the Louisville & Nashville Railroad Company had refused to furnish cars to shippers of cotton seed on the line of that road in Florida, offered to them for transportation to Tallahassee, Florida.

The matter was immediately taken up with the transportation company by correspondence, but after a delay of ten days, nothing definite having been heard from the officials of the road, some of our communications having been entirely ignored, and no cars having yet been furnished to shippers, Mr. Lowry, manager of the Florida Cotton Oil Company, of Tallahassee, Florida, formally charged the Louisville & Nashville Railroad Company with refusing to perform the duties of a common carrier. He alleged that the transportation company had on nine different occasions failed and refused to furnish cars to shippers of cotton seed at Marianna, Cottdendale and Sneads, for movement to Tallahassee, although in some instances these cars had been ordered for more than a month. He further charged that the railroad company issued instructions to their agents to refuse to issue bills of lading for cars of cotton seed for transportation to Tallahassee.

Such a flagrant violation of the Railroad Commission law and rules called for prompt and vigorous action by the Commission, and notice of the charges was duly served upon the railroad company and that there would be a hearing of the Railroad Commissioners on the 22nd day of November, 1902, to consider and take action upon

said charges, and that they would then and there have an opportunity to be heard, and to show cause, if any they had, why a fine of not more than \$5,000 should not be imposed for each such offense.

At the appointed time both the complainants and defendants and witnesses who had been summoned, appeared before the Commissioners, at their office in Tallahassee, and were examined under oath as to the truth of the charges. The shippers who appeared as witnesses, stated that they had asked for cars for the transportation of cotton seed from points on the line of the Louisville & Nashville Railroad in Florida, to Tallahassee, at the times, places, and in the manner alleged, and that the railroad company had refused to furnish them. The railroad company was represented by one of their traffic officials, who in his statement of the position of the road admitted that orders had been issued not to allow Louisville & Nashville cars to go off that line.

After due consideration, the Commissioners decided that the charges had been fully sustained in each instance, and that the Louisville & Nashville Railroad Company had been guilty of such violation, and had thereby incurred a penalty for each offense, which penalties the Railroad Commissioners fixed and imposed in the aggregate amount of \$7,000, and the railroad company was directed to pay said amount to the State Treasurer of Florida.

As the fines were not paid in a reasonable time special counsel were employed, and suit was begun on January 5th, 1903, for the collection of the penalties. This suit is now pending in the courts, and the judgment of the Circuit Court on demurrer to the declaration fully sustained the power of the Railroad Commission to investigate any violation of the rules and regulations adopted by it for the government of common carriers and impose upon the common carrier found guilty, penalties not exceeding \$5,000 in each case, and it is ex-

pected that all technical points of pleading will soon be settled and the case brought to trial.

The prompt and vigorous action of the Commission in this matter had a wholesome effect. In the instance above mentioned, on the day after receipt of the notice of the charges by the Louisville & Nashville Railroad Company the shippers of cotton seed on the line of that road began receiving cars, and there has been no further trouble from a lack of cars on that line.

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SALARIES AND EXPENSES OF THE RAILROAD  
COMMISSION OF FLORIDA FOR THE YEAR  
ENDING DECEMBER 31, 1904.

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|   |            |
|---|------------|
| Salaries .....                            | \$8,700 00 |
| Transportation .....                      | 427 95     |
| Legal Expenses .....                      | 2,190 88   |
| Stationery .....                          | 138 14     |
| Printing .....                            | 126 25     |
| Postage .....                             | 228 36     |
| Freight and Drayage .....                 | 15 00      |
| Fixtures and Furnishings for office ..... | 93 75      |
| Incidental Expenses .....                 | 29 65      |
| Telegraph and Telephone .....             | 47 97      |
| Janitor .....                             | 180 00     |
| Stenographer .....                        | 560 00     |

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Total Salaries and Expenses .....\$12,737 95

The above report is taken from actual vouchers issued by the Railroad Commission for the year ending December 31st, 1904. The Treasurer's report for the year ending December 31st, 1904, shows amount of vouchers

# ***APPENDIX A.***

***ORDERS.***



# ***Orders.***

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ORDER NO. 40.

RAILROAD COMMISSION, STATE OF FLORIDA.

IN THE MATTER OF THE VIOLATION OF ORDER  
NO. 28 OF THE RAILROAD COMMISSION OF  
THE STATE OF FLORIDA, BY THE SEABOARD  
AIR LINE RAILWAY COMPANY.

This matter coming on to be heard, after due notice to the Seaboard Air Line Railway Company, and the Seaboard Air Line Railway Company being represented and heard by the Railroad Commission of the State of Florida, and the commissioners being fully advised in the premises,

IT IS HEREBY ORDERED that the case against the Seaboard Air Line Railway Company, for violation of order No 28, of the Railroad Commission be, and the same is hereby dismissed.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, Florida, this 15th day of February, A. D., 1904.

(Signed) JEFFERSON B. BROWNE, Chairman.

Attest: R. C. DUNN, Secretary.

ORDER NO. 41.

RAILROAD COMMISSION, STATE OF FLORIDA.

IN THE MATTER OF BETTER DEPOT FACILITIES  
AT PLANT CITY.

This matter coming on this day to be heard by the Railroad Commissioners of the State of Florida, at their office in the City of Tallahassee, after due notice to the Seaboard Air Line Railway Company, and the said company being represented by D. E. Maxwell and G. P. Raney, and the commissioners being advised in the premises.

IT IS HEREBY ORDERED, that the said Seaboard Air Line Railway Company provide an additional waiting room at their passenger depot at Plant City, Florida, in accordance with plans and specifications to be submitted to the Railroad Commissioners for their approval, and that the two waiting rooms when completed shall be properly furnished with seats and lights.

IT IS FURTHER ORDERED, that the plans and specifications for the additional waiting room and other improvements to the passenger depot at Plant City shall be submitted to the Railroad Commissioners of the State of Florida for their approval on or before the first day of April, A. D., 1904.

IT IS FURTHER ORDERED, that the proposed improvements to said depot at Plant City shall be completed within thirty days after the approval of the plans and specifications submitted by them to the Railroad Commissioners.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, Florida, this 14th day of March, A. D., 1904.

(Signed) JEFFERSON B. BROWNE, Chairman.

Attest: R. C. DUNN, Secretary.

ORDER NO. 42.

RAILROAD COMMISSION, STATE OF FLORIDA.

IN THE MATTER OF CHARGES AGAINST THE ST.  
JOHNS RIVER TERMINAL COMPANY FOR VIO-  
LATION OF RULE NO. 9 OF THE COMMIS-  
SION'S RULES.

This matter coming to be heard after due notice to the St. Johns River Terminal Company, and the said St. Johns River Terminal Company being represented by E. J. L'Engle and L. Green, and the Commissioners being satisfied upon investigation that there was no intentional violation of the rules of the Commission by the said company, but that the company was ignorant that it was subject to the regulations prescribed by the Commission.

IT IS HEREBY ORDERED that the case against the St. Johns River Terminal Company for violation of Rule No. 9 of the Railroad Commission's rules be, and the same is hereby dismissed.

Done and ordered by the Railroad Commission of the State of Florida, in session at their office in the city of Tallahassee, Florida, this 1st day of March, A. D., 1904.

(Signed) JEFFERSON B. BROWNE, Chairman.

Attest: R. C. DUNN, Secretary.

ORDER NO. 43.

IN THE MATTER OF CHARGES AGAINST THE SEABOARD AIR LINE RAILWAY COMPANY FOR VIOLATION OF ORDER NO. 29 OF THE RAILROAD COMMISSION BY ABOLISHING AGENCY AT SPRING PARK.

This matter coming on to be heard, after due notice to the Seaboard Air Line Railway, and the said Seaboard Air Line Railway being represented and heard by D. E. Maxwell, and the Commissioners being satisfied that the Seaboard Air Line Railway did abolish the agency at Spring Park in violation of the Commission's order, No. 29, the said Seaboard Air Line Railway Company are found to be guilty of violation of said order No. 29 of the Railroad Commission of the State of Florida, and thereby incurred a penalty for such violation.

IT IS THEREFORE ORDERED AND ADJUDGED, that a fine of fifty (\$50.00) be, and the same is hereby imposed upon the said Seaboard Air Line Railway Company for such violation.

Done and ordered by the Railroad Commissioners of the State of Florida in session at their office in the city of Tallahaesee, this 21st day of March, A. D., 1904.

(Signed) JEFFERSON B. BROWNE, Chairman.

Attest: R. C. DUNN, Secretary.

ORDER NO. 44.

RAILROAD COMMISSION, STATE OF FLORIDA.

IN THE MATTER OF CHARGES AGAINST THE  
SEABOARD AIR LINE RAILWAY COMPANY  
FOR VIOLATION OF ORDER NO. 29 OF THE  
RAILROAD COMMISSION BY REMOVING THE  
DEPOT AT SAMPSON CITY.

This matter coming on to be heard, after due notice to the Seaboard Air Line Railway Company, and the said Seaboard Air Line Railway Company being represented and heard by D. E. Maxwell, and the Railroad Commission being satisfied that the Seaboard Air Line Railway Company did remove the depot at Sampson City, Fla., in violation of the Commission's order No. 29 of the Railroad Commission of Florida, and have thereby incurred a penalty for such violation.

IT IS THEREFORE ORDERED AND ADJUDGED, that a fine of two hundred dollars (\$200) be, and the same is hereby, imposed upon the said Seaboard Air Line Railway Company for such violation.

IT IS FURTHER ORDERED, that the said Seaboard Air Line Railway Company pay said fine of two hundred dollars (\$200) to the State Treasurer of Florida, on or before the 21st day of May A. D. 1904.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, Fla., on this 21st day of March, A. D. 1904.

(Signed.) JEFFERSON B. BROWNE, Chairman.

Attest: R. C. DUNN, Secretary.



ORDER NO. 45.

RAILROAD COMMISSION, STATE OF FLORIDA.  
AMENDMENT TO RULES AND REGULATIONS OF  
THE FLORIDA RAILROAD COMMISSION IN RE-  
LATION TO EQUIPMENT OF LUMBER CARS.

This matter coming on this day to be heard, after due notice to all railroad companies and common carriers doing business wholly or in part within the State of Florida, and the Commissioners being fully advised in the premises:

IT IS HEREBY ORDERED, that the Rules and Regulations of the Florida Railroad Commissioners be amended by adding the following rule to section 3 of the rules governing the transportation of freight:

“RULE 23.—Whenever application is made by any person to any railroad company or common carrier engaged in business in the State of Florida for flat cars on which to load any lumber or timber, in accordance with the provisions of Section 5213, Laws of Florida, approved June 4th, 1903, the equipment furnished with said cars in accordance with the provisions of said act shall be capable of being readily removed or lowered, so that the lumber or timber may be loaded on or off the said cars without being obstructed, impeded, or inconvenienced by such equipment.”

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, Florida, this 21st day of March, A. D. 1904.

(Signed.) JEFFERSON B. BROWNE, Chairman.

Attest: R. C. DUNN, Secretary.

ORDER NO. 46.

RAILROAD COMMISSION, STATE OF FLORIDA.  
MOVING STATION AT VALRICO.

Whereas, application has been made to the Railroad

42 RAILROAD COMMISSION, STATE OF FLORIDA.

Commissioners of Florida by A. P. Connelly, Superintendent Sixth Division, Seaboard Air Line Railway, under provisions of Order No. 29, for authority to move the station at Valrico, on the line of said Seaboard Air Line Railway, and the application being supported by the petition of the citizens of Valrico and vicinity, and the Commissioners being satisfied therefrom that it will be more convenient for the citizens of Valrico and vicinity that the station be moved as requested;

IT IS THEREFORE ORDERED, that the Seaboard Air Line Railway Company is hereby granted authority to move their station at Valrico from its present site to a point about one-half mile east thereof, at the location of the Jetton-Dekle Lumber Company's mills.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, Florida, this 30th day of March, A. D. 1904.

(Signed.) JEFFERSON B. BROWNE, Chairman.

Attest: R. C. DUNN, Secretary.

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ORDER NO. 47.

RAILROAD COMMISSION, STATE OF FLORIDA.

IN THE MATTER OF DEPOT FACILITIES AT  
BELL, FLORIDA.

This matter coming on this day to be heard by the Railroad Commissioners of the State of Florida, at their office in the city of Tallahassee, Florida, after due notice to the Seaboard Air Line Railway Company, and the said company being represented by D. E. Maxwell, and the said Commissioners being advised in the premises;

IT IS HEREBY ORDERED, that the said Seaboard

Air Line Railway Company provide a depot at Bell, Florida, in accordance with plans and specifications to be submitted to the Railroad Commissioners for their approval.

IT IS FURTHER ORDERED, that the plans and specifications for the depot at Bell, Florida, shall be submitted to the Railroad Commissioners of the State of Florida for their approval on or before the 15th day of April, A. D. 1904.

IT IS FURTHER ORDERED, that the proposed depot at Bell shall be completed within forty-five days after the approval of the plans and specifications submitted by them to the Railroad Commission.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, Florida, this 31st day of March, A. D. 1904.

(Signed.)           JEFFERSON B. BROWNE, Chairman.

Attest: R. C. DUNN, Secretary.

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ORDER NO. 48.

RAILROAD COMMISSION, STATE OF FLORIDA.

IN THE MATTER OF ADDITIONAL PASSENGER  
WAITING-ROOM AT CITRA.

This matter coming on this day to be heard by the Railroad Commissioners of the State of Florida, at their office in the city of Tallahassee, Florida, after due notice to the Seaboard Air Line Railway Company, and the said company being represented by D. E. Maxwell, and the said Commissioners being advised in the premises;

IT IS HEREBY ORDERED, that the said Seaboard

44 RAILROAD COMMISSION, STATE OF FLORIDA.

Air Line Railway Company provide an additional passenger waiting-room at the depot at Citra, Florida, in accordance with plans and specifications to be submitted to the Railroad Commissioners for their approval.

IT IS FURTHER ORDERED, that the plans and specifications for the additional passenger waiting-room at the depot at Citra, Florida, shall be submitted to the Railroad Commissioners of the State of Florida for their approval on or before the 9th day of July, A. D. 1904.

IT IS FURTHER ORDERED, that the proposed additional passenger waiting room at Citra, Florida, shall be completed within thirty days after the approval of the plans and specifications submitted by them to the Railroad Commission.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, Florida, this 31st day of March, A. D. 1904.

(Signed.) JEFFERSON B. BROWNE, Chairman.

Attest: R. C. DUNN, Secretary.

ORDER NO. 49.

RAILROAD COMMISSION, STATE OF FLORIDA.

APPLICATION OF ATLANTIC COAST LINE RAILROAD COMPANY AND THE JACKSONVILLE AND SOUTHWESTERN RAILROAD COMPANY FOR PERMISSION FOR THE ATLANTIC COAST LINE RAILROAD COMPANY TO PURCHASE THE PROPERTY, RIGHTS, PRIVILEGES, AND FRANCHISES OF THE JACKSONVILLE AND SOUTHWESTERN RAILROAD COMPANY.

This matter coming on this day to be heard, upon the ap-

plication of the Atlantic Coast Line Railroad Company and the Jacksonville and Southwestern Railroad Company for permission for the Atlantic Coast Line Railroad Company to purchase the property, rights, privileges and franchises of the Jacksonville and Southwestern Railroad Company, and the Commissioners having duly considered the same, and it appearing that said lines of railway are not parallel or competing lines in their respective territories;

IT IS THEREFORE ORDERED, that special authority is given to said Atlantic Coast Line Railroad Company to purchase the property, rights, privileges and franchises of the said Jacksonville and Southwestern Railroad Company, situated in the State of Florida, in accordance with the provisions of Chapter 3745, Act of June 7, 1887, Laws of Florida.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, Florida, this 28th day of July, A. D. 1904.

(Signed) JEFFERSON B. BROWNE, Chairman.

Attest: R. C. DUNN, Secretary.

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ORDER NO. 50.

RAILROAD COMMISSION, STATE OF FLORIDA.

IN THE MATTER OF FREIGHT AND PASSENGER  
RATES FOR THE NATURAL BRIDGE RAILWAY.

This matter coming on this day to be heard, upon application of the Natural Bridge Railway Company for an order of the Railroad Commission, prescribing a schedule of freight and passenger rates for use on the



46 RAILROAD COMMISSION, STATE OF FLORIDA.

said railroad, and the Commission being fully advised in the premises;

IT IS HEREBY ORDERED AND ADJUDGED that the following schedule of freight and passenger tariffs be allowed and prescribed by the Railroad Commissioners of the State of Florida for the Natural Bridge Railway Company, and the same shall be put into operation by said Natural Bridge Railway Company, and be effective at once on said road.

See Appendix D.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, Florida, this 22nd day of September, A. D., 1904.

(Signed) JEFFERSON B. BROWNE, Chairman.

Attest: R. C. DUNN, Secretary.

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ORDER NO. 51.

RAILROAD COMMISSION, STATE OF FLORIDA.

IN THE MATTER OF FREIGHT AND PASSENGER  
RATES FOR THE WARNELL LUMBER & VE-  
NEER COMPANY.

This matter coming on this day to be heard, upon application of the Warnell Lumber & Veneer Company for an order of the Railroad Commission, prescribing a schedule of freight and passenger rates for the use of a railroad operated by said company, and the Commission being fully advised in the premises;

IT IS HEREBY ORDERED AND ADJUDGED, That the following schedule of freight and passenger tariffs be allowed and prescribed by the Railroad Commission-

ers of the State of Florida for the railroad of said Warnell Lumber & Veneer Company, and the same shall be put into operation by said Warnell Lumber & Veneer Company and be effective at once on said road.

See Appendix D.

Done and ordered by Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, Florida, this 22nd day of September, A. D. 1904.

(Signed) JEFFERSON B. BROWNE, Chairman.

Attest: R. C. DUNN, Secretary.

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ORDER NO. 52.

RAILROAD COMMISSION, STATE OF FLORIDA.

IN THE MATTER OF CHARGES AGAINST THE SEABOARD AIR LINE RAILWAY FOR VIOLATION OF RULE 29 OF THE FLORIDA RAILROAD COMMISSION BY REMOVING THE DEPOT AT SAMPSON CITY.

WHEREAS, On the 21st day of March, A. D. 1904, the Railroad Commissioners of the State of Florida imposed a fine of two hundred (\$200.00) dollars upon the Seaboard Air Line Railway for violation of Rule 29 of the Railroad Commission's rules, by the removal of the depot at Sampson City without authority from said Commission; and,

WHEREAS, The Seaboard Air Line Railway disclaimed any intention of violating the rules of the Railroad Commission, and contended that orders were given to their agents countermanding the order to move the depot, but the same were received by their officials after they had loaded the depot onto flat cars and were actually removing it; and,

WHEREAS, The said railway signified their intention to restore the depot at Sampson City, or to build a new one at that point; and,

WHEREAS, The Railroad Commissioners are advised that the said Seaboard Air Line Railway has constructed a new depot at Sampson City, which is satisfactory to the patrons of said road at said point;

IT IS HEREBY ORDERED, That Order No. 44 of the Railroad Commission, imposing a fine of two hundred (\$200.00) dollars upon the Seaboard Air Line Railway for violation of Rule 29 of the Commission's Rules by removing the depot at Sampson City, Florida, without authority from the Commission, be and the same is hereby revoked, and the fine is hereby remitted.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, Florida, this 23rd day of September, A. D. 1904.

(Signed) JEFFERSON B. BROWNE, Chairman.

Attest: R. C. DUNN, Secretary.

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ORDER NO. 53.

RAILROAD COMMISSION, STATE OF FLORIDA.

IN THE MATTER OF APPLICATION OF THE SEABOARD AIR LINE RAILWAY COMPANY FOR AUTHORITY TO WITHDRAW ITS SPECIAL RATE ON COTTON FROM CHAIRES AND OTHER POINTS ON THE WESTERN DIVISION TO TALLAHASSEE.

This matter coming on this day to be heard by the Railroad Commissioners of the State of Florida, and it

appearing to the satisfaction of the Commissioners that the rate of 25c per bale from Chaires and other points on the Western Division of the Seaboard Air Line Railway to Tallahassee was adopted for the purpose of encouraging shipments of cotton to the cotton compress at Tallahassee, and in consideration of its re-shipment over its lines to Savannah;

And it further appearing that at the time this rate was made there was no other railroad to Tallahassee, and all shipments of cotton to the compress were re-shipped over the Seaboard Air Line Railway;

And it further appearing that cotton has recently been shipped from these points to Tallahassee over the Seaboard Air Line Railway by parties who would ship it out of Tallahassee over the G., F. & A. R. R. to a compress at Thomasville, Ga.;

And it further appearing to the Commissioners that the Seaboard Air Line Railway Company has a rate on cotton from points on its road to Savannah, Ga., and that it will transport cotton to Savannah via Tallahassee, to be there compressed without extra charge for transportation to Tallahassee, and will pay the compress charges out of the through rate;

IT IS THEREFORE ORDERED, that the Seaboard Air Line Railway Company be, and they are hereby authorized to withdraw their special rate of 25c per bale on cotton from Chaires and other points on the western division to Tallahassee, and to apply the Railroad Commission's local tariff rate on cotton to Tallahassee, as to other points on their road.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, Florida, this 14th day of October, A. D. 1904.

(Signed) JEFFERSON B. BROWNE, Chairman.

Attest: R. C. DUNN, Secretary.

## ORDER NO. 54.

## RAILROAD COMMISSION, STATE OF FLORIDA.

IN THE MATTER OF RATES ON SUGAR CANE TO  
SUGAR AND SYRUP FACTORIES.

This matter coming on this day to be heard, after due notice to all the railroad companies and common carriers doing business wholly or in part within the State of Florida, and the railroad companies having been given an opportunity to be heard, and the Commission being fully advised in the premises;

IT IS HEREBY ORDERED AND ADJUDGED, that the following rates per ton of 2,000 pounds on sugar cane, carloads, 15 tons minimum, to sugar and syrup factories located at interior points, with foot-notes added, be allowed and prescribed by the Railroad Commissioners of the State of Florida, for the use of the railroads and common carriers doing business wholly or in part within the State of Florida:

*Sugar Cane to Sugar and Syrup Factories.*

| DISTANCES.                       | Rate, in<br>cents, per<br>ton of<br>2,000 lbs. |
|----------------------------------|--|
| 10 miles and under.....          | \$0 50   |
| 20 miles and over 10 miles.....  | 50   |
| 30 miles and over 20 miles.....  | 55   |
| 40 miles and over 30 miles.....  | 65   |
| 50 miles and over 40 miles.....  | 70   |
| 60 miles and over 50 miles.....  | 75   |
| 70 miles and over 60 miles.....  | 80   |
| 80 miles and over 70 miles.....  | 85   |
| 90 miles and over 80 miles.....  | 90   |
| 100 miles and over 90 miles..... | 95   |

Minimum, 15 tons to a car.



NOTE.—These rates to apply, *provided* the full products of the cane are re-shipped from the factory by the line bringing in the cane.

*Provided further*, that such carrier makes as low rates as other competing carriers on the outward product.

If the product is not shipped as above provided, the rates will be 100 per cent. higher.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, Florida, this 17th day of October, A. D. 1904.

(Signed.) J. L. MORGAN, Acting Chairman.

Attest: R. C. DUNN, Secretary.

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ORDER NO. 55.

RAILROAD COMMISSION, STATE OF FLORIDA.

IN THE MATTER OF FREIGHT RATES FOR THE  
SUWANNEE AND SAN PEDRO RAILROAD  
COMPANY.

This matter coming on this day to be heard, after due notice to the Suwannee and San Pedro Railroad Company, and the Suwannee and San Pedro Railroad Company having been given an opportunity to be heard, and the Railroad Commission being fully advised in the premises;

IT IS HEREBY ORDERED AND ADJUDGED, that the following schedule of freight rates, with foot-note added, be allowed and prescribed by the Railroad Commissioners of the State of Florida for the Suwannee and San Pedro Railroad Company, and the same shall be put into operation and become effective at once:

See Appendix D.

Done and ordered by the Railroad Commissioners of

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the State of Florida, in session at their office in the city of Tallahassee, Florida, this 27th day of October, A. D. 1904.

(Signed.) J. L. MORGAN, Acting Chairman.

Attest: R. C. DUNN, Secretary.

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ORDER NO. 56.

RAILROAD COMMISSION, STATE OF FLORIDA.  
IN THE MATTER OF AMENDMENTS TO CLASSIFICATION NO. 1, WITH REFERENCE TO TREES AND SHRUBBERY :

This matter coming on this day to be heard, after due notice to all the Railroad Companies and Common Carriers doing business wholly or in part within the State of Florida, and the said Railroad Companies and Common Carriers having been given an opportunity to be heard, and the Railroad Commission being fully advised in the premises,

IT IS HEREBY ORDERED AND ADJUDGED, That Classification No. 1 of the Railroad Commission of Florida be amended, effective Nov. 15. 1904, by striking out the following on Page 44:

|  | Class. |
|--|--------|
| "Pineapple Slips and Suckers, packed, L. C. L. | 6      |
| Same, packed or loose, C. L., 20,000 lbs. .... | K."    |

And by striking out the following on page 54:

"Trees and Shrubbery, viz:

|   |   |
|---|---|
| Orange, Lemon, Lime, Grape Fruit, Peach and Pear, packed in boxes, bundles or bales, prepaid or guaranteed, L. C. L. .... | 6 |
| N. O. S., baled, prepaid or guaranteed, L. C. L.  | 1 |
| Same, value limited to 3 cents per lb. ....   | 2 |
| N. O. S., boxed, prepaid or guaranteed, L. C. L.  | 2 |

|   |      |
|---|------|
| Same, value limited to 3 cents per lb.....  | 4    |
| In bales, boxes or in bulk, owner's risk of loss<br>or damage by heating, freezing, or improper<br>packing, and to be loaded and unloaded by<br>owners, prepaid or guaranteed, straight or<br>mixed, C. L., 20,000 lbs..... | N    |
| Evergreen, for decorating purposes, prepaid or<br>guaranteed, in bales, boxes, barrels or crates,<br>L. C. L. ....  | 1    |
| Same, C. L., 20,000 lbs.....  | N    |
| Plants, Strawberry, in boxes without overtop<br>handles.....  | 1    |
| Plants, N. O. S., in bales.....   | D1   |
| In covered baskets.....   | D1   |
| In boxes or crates.....   | 1. " |

And substituting therefor the following:

Class.

"Trees and Shrubbery, viz:

All fruit, nut, shade and ornamental trees and  
shrubbery, plants and vines, including Pine-  
apple slips and suckers, generally known as  
nursery stock, packed in boxes, bundles, bales  
or baskets, prepaid or guaranteed, L. C. L....

6

Same in boxes, bales, baskets, bundles, or in  
bulk, owner's risk of loss or damage by heat-  
ing, freezing or improper packing, and to be  
loaded or unloaded by owners, prepaid or guar-  
anteed, straight or mixed, C. L., 20,000 lbs....

N

Vegetable plants in bales or covered baskets....

D1

In boxes or crates.....

1. "

Done and ordered by the Railroad Commission of the  
State of Florida, in session at their office in the City  
of Tallahassee, Florida, this 1st day of November,  
A. D. 1904.

(Signed) JEFFERSON B. BROWNE, Chairman.

Attest: R. C. DUNN, Secretary.

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ORDER NO. 57.

RAILROAD COMMISSION, STATE OF FLORIDA.

IN THE MATTER OF THE CLASSIFICATION OF  
SUGAR CANE FOR PLANTING.

This matter coming on this day to be heard, after due notice to all the railroad companies and common carriers doing business within the State of Florida, and the said railroad companies and common carriers having been given an opportunity to be heard, and the Commissioners being fully advised in the premises;

IT IS HEREBY ORDERED AND ADJUDGED By the Railroad Commission that Classification No. 1 of the Railroad Commission be amended, effective November 15, 1904, by the addition of the following:

Class

"Sugar cane for planting, C. L., 10 tons minimum M"

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, Florida, this 1st day of November, A. D. 1904.

(Signed.) JEFFERSON B. BROWNE, Chairman.

Attest: R. C. DUNN, Secretary.

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ORDER NO. 58.

RAILROAD COMMISSION, STATE OF FLORIDA.

IN THE MATTER OF REQUEST OF CITIZENS OF  
DELTA FOR FLAG STATION AT TEN MILE  
WOOD RACK ON PENSACOLA DIVISION OF  
THE L. & N. RAILROAD.

Citizens of Delta having petitioned the Railroad Commission for an order requiring the establishing of a flag station at 10 mile wood rack, and the situation having been personally investigated by one of the Commissioners, upon due consideration of the application of citizens of Delta and the report of said Commissioner, it was decided that said application be denied;

IT IS THEREFORE ORDERED, That the petition for the establishing of a flag station at 10 mile rack, on the Pensacola Division of the L. & N. R. R., be, and the same is hereby dismissed.

Done and ordered by Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, Florida, this 10th day of November, A. D. 1904.

(Signed) JEFFERSON B. BROWNE, Chairman.

Attest: R. C. DUNN, Secretary.

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ORDER NO. 59.

RAILROAD COMMISSION, STATE OF FLORIDA.

IN THE MATTER OF PETITION FOR PASSENGER  
DEPOT AT McMILLAN STATION, ON THE PEN-  
SACOLA DIVISION OF THE L. & N. RAIL-  
ROAD.

Citizens of McMillan having petitioned the Commission for an order requiring the erection of a passenger depot at that station, and the situation having been personally investigated by one of the Commissioners, upon due consideration of the application of citizens of McMillan and the report of the said Commissioner, it was decided that the said application be denied;

IT IS THEREFORE ORDERED, That the petition for



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passenger depot at McMillan station, on the Pensacola Division of the L. & N. R. R., be, and the same is hereby dismissed.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, Florida, this 10th day of November, A. D. 1904.

(Signed)                      JEFFERSON B. BROWNE, Chairman.

Attest: R. C. DUNN, Secretary.

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ORDER NO. 60.

RAILROAD COMMISSION, STATE OF FLORIDA.

PHYSICAL CONNECTION OF THE SEABOARD AIR  
LINE RAILWAY AND THE ATLANTIC COAST  
LINE RAILROAD AT GAINESVILLE, FLORIDA.

This matter coming on this day to be heard, after due notice to the Seaboard Air Line Railway and to the Atlantic Coast Line Railroad Company, and the railroads being represented and heard, and the Commissioners being fully advised in the premises;

IT IS HEREBY ORDERED AND ADJUDGED, That you, the Seaboard Air Line Railway, and that you, the Atlantic Coast Line Railroad Company, make physical connection of your roads near their crossing at Gainesville, Florida, on or before the first day of January, A. D. 1905;

That a failure on the part of you, the Seaboard Air Line Railway, and you, the Atlantic Coast Line Railroad Company, to have said physical connection completed on the said first day of January, A. D. 1905, will be construed by this Commission as a violation by the Seaboard

Air Line Railway and the Atlantic Coast Line Railroad Company of the terms and provisions of this order, for which you, the said Seaboard Air Line Railway, and you, the said Atlantic Coast Line Railroad Company, will be held subject to the penalties prescribed by the Railroad Commission Law of the State of Florida.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, Florida, this 21st day of November, A. D. 1904.

(Signed.) J. L. MORGAN, Acting Chairman.

Attest: R. C. DUNN, Secretary.

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ORDER NO. 61.

RAILROAD COMMISSION, STATE OF FLORIDA.

IN THE MATTER OF THE ESTABLISHING OF AN AGENCY AND THE CONSTRUCTION OF A FREIGHT AND PASSENGER DEPOT AT PINETTA, FLORIDA, BY THE VALDOSTA SOUTHERN RAILWAY COMPANY.

This matter coming on this day to be heard, after due notice to the Valdosta Southern Railway Company, and the said Railway Company being represented and heard, and the Railroad Commissioners being fully advised in the premises;

IT IS HEREBY ORDERED AND ADJUDGED, That you, the said Valdosta Southern Railway Company, do, by the 15th day of December, A. D. 1904, furnish an agent at Pinetta, Florida, to receive and deliver any and all freight consigned to that station and to receive and forward from said station all freights offered there for shipment;

IT IS FURTHER ORDERED, That you, the Valdosta Southern Railway Company, construct at Pinetta, Florida, a suitable freight and passenger depot, consisting of two passenger waiting-rooms, one for white and one for colored passengers, and a freight room, all of which to be of sufficient dimensions to accommodate the business at that station, the same to be completed on or before the first day of June, A. D. 1905.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, Florida, this 21st day of November A. D. 1904.

(Signed) J. L. MORGAN, Acting Chairman.

Attest: R. C. DUNN, Secretary.

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ORDER NO. 62.

RAILROAD COMMISSION, STATE OF FLORIDA.

IN THE MATTER OF APPLICATION OF FLORIDA EAST COAST RAILWAY FOR AUTHORITY TO CHARGE 4 CENTS PER MILE FOR THE TRANSPORTATION OF PASSENGERS OVER ITS LINE SOUTH OF HOMESTEAD.

WHEREAS, The Florida East Coast Railway is contemplating the extension of its line from its present terminus at Homestead to Key West; and,

WHEREAS, The territory through which it will pass in its extension from its present terminus at Homestead to Key West is undeveloped, and construction work will be very expensive, and it will be many years before said extension will be a remunerative investment, and has made application to the Railroad Commissioners of the

State of Florida for authority to use a rate of 4 cents per mile for the transportation of passengers over its line south of Homestead; and,

WHEREAS, so much of said extension as is completed to Homestead traverses through a well populated and cultivated territory;

IT IS HEREBY ORDERED, That the said Florida East Coast Railway be, and is hereby authorized to charge 4 cents per mile for the transportation of passengers over its extension from its present terminus at Homestead until such time as the development of the country through which it will pass and the volume of business will justify the operation of a 3 cents per mile rate.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, Florida, this 2nd day of November, A. D. 1904.

(Signed) J. L. MORGAN, Acting Chairman.

Attest: R. C. DUNN, Secretary.

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ORDER NO. 63.

RAILROAD COMMISSION, STATE OF FLORIDA.

IN THE MATTER OF APPLICATION OF CITIZENS  
OF LADY LAKE FOR AN ORDER OF THE COM-  
MISSION REQUIRING THE ESTABLISHING OF  
AN AGENCY AT LADY LAKE.

This matter coming on to be heard, after due notice to the Atlantic Coast Line Railroad Company, and said company having appeared and been represented and heard, and it appearing from the hearing and investigation made by this Commission that there is need

for the establishment of an agency at Lady Lake, and that the business at that station justifies an outlay of \$15.00 per month for an agent;

IT IS HEREBY ORDERED, That you, the Atlantic Coast Line Railroad Company, do establish an agency at Lady Lake, Florida, on the line of your road, and that you, the said Atlantic Coast Line Railroad Company, are hereby allowed fifteen days from this date to have such agency established. That a failure on the part of you, the said Atlantic Coast Line Railroad Company, to have such an agency established at Lady Lake within fifteen days from this date will be construed by this Commission as a violation by the Atlantic Coast Line Railroad Company of the terms and provisions of this order, for which you, the said Atlantic Coast Line Railroad Company, will be held subject to the penalties prescribed by the Railroad Commission Law of the State of Florida.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, Florida, this 16th day of December, A. D. 1904.

(Signed) JEFFERSON B. BROWNE, Chairman.

Attest: R. C. DUNN, Secretary.



ORDER NO. 64.

RAILROAD COMMISSION, STATE OF FLORIDA.

IN THE MATTER OF CHARGES AGAINST THE  
LOUISVILLE & NASHVILLE RAILROAD COM-  
PANY FOR VIOLATION OF RULE 21 OF THE  
RAILROAD COMMISSION BY FAILURE TO  
PAY OVERCHARGE CLAIM, \$5.30, SHIPMENT  
OF PAPER, PENSACOLA FROM TALLAHAS-  
SEE.

This matter coming on to be heard, after due notice to the Louisville and Nashville Railroad Company, and the Pensacola Daily News, the claimant in the case, having advised the Commissioners that the claim had been paid by the Louisville and Nashville Railroad Company, and requested that claim be withdrawn;

IT IS HEREBY ORDERED, That the charges against the Louisville and Nashville Railroad Company for violation of Rule 21 of the Railroad Commission be, and the same are hereby dismissed.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, Florida, this 16th day of December, A. D. 1904.

(Signed) JEFFERSON B. BROWNE, Chairman.

Attest: R. C. DUNN, Secretary.

ORDER NO. 65.

RAILROAD COMMISSION, STATE OF FLORIDA.

IN THE MATTER OF AMENDMENT TO CLASSIFICATION NO. 1, WITH REFERENCE TO AGRICULTURAL IMPLEMENTS, BLINDS, DOORS AND FRAMES, EARTHENWARE, SASH AND SKYLIGHT FRAMES AND STOVES AND RANGES IN CARLOADS.

Due notice having been given to all the railroad companies and common carriers doing business wholly or in part within the State of Florida, that there would be a meeting of the Railroad Commissioners at the Aragon Hotel, in the city of Jacksonville, on the 1st day of December, A. D. 1904, for the purpose of considering the adoption of amendments to Classification No. 1 of the Florida Railroad Commission, at which time all the railroad companies and common carriers would be given an opportunity to be heard, and to show cause, if any they had, why the proposed amendments should not be adopted.

In accordance therewith the Commissioners met at the Aragon Hotel, in the city of Jacksonville, on the said 1st day of December, A. D. 1904, and the railroad companies were heard, and the Commissioners, after due consideration of the matter, being satisfied that the proposed amendments to Classification No. 1 of the Florida Railroad Commission are reasonable;

IT IS THEREFORE ORDERED, By the Railroad Commissioners of the State of Florida, that Classification No. 1 of the Railroad Commission of Florida be amended, effective February 1, 1905, as follows:

By striking out on page 8:

Class.

|                                      |   |
|--------------------------------------|---|
| "Agricultural Implements, C. L. .... |   |
| N. O. S., min. wt. 20,000 lbs. ....  | 6 |

And by substituting therefor:

|                                      |                    |
|--------------------------------------|--------------------|
| "Agricultural Implements, C. L. .... |                    |
| N. O. S., min. wt. 20,000 lbs. ....  | $\frac{2}{3}$ of 6 |

And by striking out on page 12:

|  |   |
|--|---|
| "Blinds, Doors and Frames, L. C. L. .... | 4 |
| Same, C. L., min wt. 20,000 lbs. ....    | 6 |

And by substituting therefor:

|  |              |
|--|--------------|
| "Blinds, Doors and Frames, L. C. L. .... | 4            |
| Same, C. L., min. wt. 20,000 lbs. ....   | 40 pct. of 6 |

And by striking out on page 21:

|   |   |
|---|---|
| "Earthenware (not Chinaware), crockery, jug-<br>ware or stoneware, viz: |   |
| Packed or loose, C. L. ....   | 5 |

And by substituting therefor:

|  |   |
|--|---|
| "Earthenware, (not Chinaware), crockery, jug-<br>ware or stoneware, viz: |   |
| Packed or loose, C. L. ....  | A |

And by striking out on page 48:

|  |   |
|--|---|
| "Sash and Skylight Frames, viz:        |   |
| Glazed, L. C. L. ....                  | 4 |
| Same, C. L. min. wt. 20,000 lbs. ....  | 6 |
| Unglazed, crated, L. C. L. ....        | 4 |
| Same, C. L.; min. wt. 20,000 lbs. .... | 6 |

And by substituting therefor:

|  |              |
|--|--------------|
| "Sash and Skylight Frames, viz:        |              |
| Glazed, L. C. L. ....                  | 4            |
| Same, C. L., min. wt. 20,000 lbs. .... | 40 pct. of 6 |
| Unglazed, crated, L. C. L. ....        | 4            |
| Same, C. L., min. wt. 20,000 lbs. .... | 40 pct. of 6 |

And by striking out on page 52:

"Stoves and Ranges, N. O. S., Stove Plates,  
Stove Furniture and Stove Hollow-ware,  
(not enameled, Agate or Granite Ware,  
and not including Stove Pipe and Stove  
Pipe Elbows) shipped with Stoves, L. C. L. 3  
Same, C. L., min. wt. 20,000 lbs.----- 5

And by substituting therefor:

"Stoves and Ranges, N. O. S., Stove Plates,  
Stove Furniture and Stove Hollow-ware,  
(not enameled, Agate or Granite Ware,  
and not including Stove Pipe and Stove  
Pipe Elbows) shipped with Stoves, L. C. L. 3  
Same, C. L., min. wt. 20,000 lbs----- 40 pct. of 5

Done and ordered by the Railroad Commission of the  
State of Florida, in session at their office in the City  
of Tallahassee, Florida, this 5th day of January,  
A. D. 1905.

(Signed) JEFFERSON B. BROWNE, Chairman.

Attest: R. C. DUNN, Secretary.

ORDER NO. 66.

RAILROAD COMMISSION, STATE OF FLORIDA.

IN THE MATTER OF APPLICATION FOR CHANGE  
IN CLASSIFICATION OF CEDAR LOGS.

This matter coming on this day to be heard, after due  
notice to all the railroad companies and common carriers  
doing business wholly or in part within the State of  
Florida, and the railroads being present and heard at  
Tallahassee, Florida, on the 7th day of March, A. D.  
1904, and the Commissioners being satisfied that the  
classification of cedar logs or sticks in carload and less  
than carload shipments is reasonable;

IT IS HEREBY ORDERED AND ADJUDGED, By the Railroad Commissioners that the application for amendment to the classification be, and the same is hereby denied.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, Florida, this 18th day of January, A. D. 1905.

(Signed.)           JEFFERSON B. BROWNE, Chairman.

Attest: R. C. DUNN, Secretary.

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ORDER NO. 67.

RAILROAD COMMISSION, STATE OF FLORIDA.

AMENDMENT OF CLASSIFICATION NO. 1, RELATING TO FLOUR IN SACKS.

This matter coming on this day to be heard, after due notice to all the railroad companies and common carriers doing business wholly or in part within the State of Florida, and the said railroad companies having been given an opportunity to be heard, and the Railroad Commissioners being fully advised in the premises;

IT IS HEREBY ORDERED AND ADJUDGED, That Classification No. 1 of the Railroad Commission of Florida, be amended, effective February 15th, 1905, as follows:

By striking out on page 23:

Class.

"Flour, viz:

N. O. S., in sacks, actual weight (see note) --- C

And by substituting therefor:

"Flour, viz:



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N. O. S., Flour in white cotton sacks (see note) C  
Flour in sacks, repacked in burlaps (see note) D."

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, Florida, this 24th day of January, A. D. 1905.

(Signed) JEFFERSON B. BROWNE, Chairman.

Attest: R. C. DUNN, Secretary.

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ORDER NO. 68.

RAILROAD COMMISSION, STATE OF FLORIDA.

AMENDMENT TO RULE 7 OF THE "GENERAL RULES"; OF RULE 6 OF THE "RULES GOVERNING TRANSPORTATION OF PASSENGERS" AND OF RULE 15 OF THE "RULES GOVERNING TRANSPORTATION OF FREIGHT."

This matter coming on this day to be heard, after due notice to all the railroad companies and common carriers doing business wholly, or in part, within the State of Florida, and the said railroad companies having been given an opportunity to be heard, and the Railroad Commissioners being fully advised in the premises;

IT IS HEREBY ORDERED AND ADJUDGED, That the Rules and Regulations of the Railroad Commission be amended, effective February 1, 1905, as follows:

By substituting the following in lieu of Rule 7 of the "General Rules":

"7. In no case shall any railroad or common carrier doing business, wholly, or in part, within the State of Florida, advance or increase any special rate or other rates without first submitting the proposed increased

rate or rates to the Railroad Commissioners and receiving their approval."

And by substituting the following in lieu of Rule 6 of the "Rules Governing Transportation of Passengers."

"6. It shall be the duty of any railroad operating in the State of Florida to keep a bulletin board of sufficient size at every open telegraph station along its line where such train is scheduled to stop, on which shall be plainly posted the schedule time of arrival of all its passenger trains; and when any passenger train on any such railroad shall be behind the schedule time more than thirty minutes, it shall be the duty of said railroad to promptly bulletin and keep posted at every such open telegraph station along its line in the direction which said train is going, the time such train is behind the schedule time.

Such notice of late trains shall be bulletined not less than half an hour before the schedule time of arrival of said train, but passengers acting upon this information will do so at their own risk.

A copy of this rule, printed in large type, shall be posted at top of bulletin board at all open telegraph stations."

And by substituting the following in lieu of Rule 15 of the "Rules Governing Transportation of Freight:"

"15. A charge of not more than two dollars per car, without regard to its weight or contents, will be allowed for transporting, switching or transferring a loaded car from any point on any railroad to any connecting railroad, or to any warehouse, side-track or other point of delivery that may be designated by the consignor, within a distance of three miles from the point of starting.

When in the transfer, switching or transportation of a car between such points, it is necessary to pass over the track or tracks of any intermediate railroad or rail-

roads, said maximum charge of two dollars shall be equitably divided between the railroads at interest.

When a charge is made for the transfer, switching or transportation of a loaded car between such points, no additional charge shall be made for the accompanying movement of the empty car in the opposite direction.

PROVIDED, That this rule shall not interfere with any prevailing legal rate for the transportation of freight between different stations; and shall not apply to any freight that does not pay a direct transportation charge in connection with the switching charge."

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, Florida, this 25th day of January, A. D. 1905.

(Signed) JEFFERSON B. BROWNE, Chairman.

Attest: R. C. DUNN, Secretary.

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ORDER NO. 69.

RAILROAD COMMISSION, STATE OF FLORIDA.

AMENDMENT TO RULES AND REGULATIONS OF  
THE RAILROAD COMMISSION, RELATING TO  
LOADING CARS IN EXCESS OF MARKED CAR-  
RYING CAPACITY.

This matter coming on to be heard, after due notice to all the railroad companies and common carriers doing business wholly or in part within the State of Florida, and the railroad companies having been present and heard at Tallahassee, Florida, on the 23rd day of January, A. D. 1905, and the Commissioners being fully advised in the premises;

IT IS HEREBY ORDERED AND ADJUDGED, By the Railroad Commissioners that the Rules and Regulations of the Florida Railroad Commission, governing the transportation of freight, be amended, effective February 15th, 1905, by the addition of the following:

“25. When any car of lumber is loaded in excess of its marked carrying capacity the excess may be charged for at double the lumber rate, but any railroad company may refuse to transport any car of lumber loaded in excess of its marked carrying capacity, and may transfer such excess to another car and require the consignee to pay the expense of transferring it, and shall transport the same at the regular lumber rate.”

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, Florida, this 26th day of January, A. D. 1905.

(Signed)                      JEFFERSON B. BROWNE, Chairman.

Attest: R. C. DUNN, Secretary.

***APPENDIX B.***

***ORDERS.***



# ***Rules and Regulations.***

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RAILROAD COMMISSION, STATE OF FLORIDA.

Tallahassee, Fla., Feb. 29, 1904.

The following Rules and Regulations are prescribed for the government of the transportation of persons and property by the railroad companies and common carriers doing business wholly or in part within the State of Florida, all others conflicting therewith being hereby repealed.

JEFFERSON B. BROWNE, Chairman.

JNO. L. MORGAN,

R. HUDSON BURR,

Commissioners.

ROYAL C. DUNN, Secretary.

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## **Sec. 1.—General Rules.**

### **COMPLAINTS.**

1. All complaints made to the Commission shall be in writing, and shall distinctly set forth the grounds of complaint. In like manner all defenses shall be in writing, and shall distinctly set forth the grounds of defense.

### **MONTHLY AND ANNUAL REPORTS.**

2. Each railroad company shall make and file in the office of the Commission by the last day of each month a report of its earnings and operating expenses for the preceding month, according to the form prescribed by the Commission. Also, by the last day of each month shall make monthly report to the Commissioners of the

number of miles or fractions thereof of main line, branches, spurs and side-track constructed during the month previous to the making of the report; shall report the construction of depots or other buildings, giving the dimensions of such depots or other buildings; shall report all agreements entered into with other railroad companies for the construction of joint terminal facilities or union depots, or terms of agreement for participation in terminals or depot facilities of other companies. Also, on or before the first day of September of each year an annual report of its earnings, operating expenses and general operations for the preceding year, ending June 30th, in accordance with section 10, Railroad Commission Law, approved June 3, 1899. The monthly reports to be verified by the affidavits of the General Manager (if there be one) or Superintendent or other principal officer in charge, and the Treasurer or auditor; the annual reports to be verified by the affidavits of the President, Superintendent or General Manager, and Auditor or Treasurer.

### SECRET REDUCTIONS, REBATES, ETC,

3. There shall be no secret reduction of rates of freight or passenger fares, and no rebate, drawback or other advantage in any form shall be given or paid, either directly or indirectly, upon shipments made or service rendered to any person not allowed to all persons under like circumstances and conditions, but the same shall be uniform to all, and public.

### POSTING SCHEDULES, ETC.

4. Each railroad company shall post in a conspicuous place, and keep the same continuously posted, at each of its stations where there are agents, a copy of the schedule of freight and passenger rates revised and adopted for the use of such company by the Commission; a copy of all the rules and regulations prescribed by the

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Commission for the government of the transportation of freight and passengers applicable on its lines of road, and a copy of the official classification; also copies of all changes made, whether the same shall be made by such railroad company or by the Commissioners; also a table of distances between each station; and when any change in said schedule of rates or classification is made, either by the Commission or any railroad company, a copy of said change shall be immediately furnished the office of the Commissioners and shall be posted in the same manner as above.

### RATES APPLY IN BOTH DIRECTIONS.

5. The rates prescribed by the Commission shall (except in cases specified) apply in either direction.

### BASIS OF COMPUTING RATES.

6. In computing rates for the transportation of property and passengers, the mileage of the shortest available practical route shall be used. No railroad doing business in the State shall charge more for the transportation of property or passengers between any intra-State points than the lowest rates between such points thus computed.

### INCREASED RATES.

7. In no case shall any railroad or common carrier doing business wholly or in part within the State of Florida advance or increase any special rate or other rates without first submitting the proposed increased rate or rates to the Railroad Commissioners and receiving their approval.

### BOOKS AND PAPERS TO BE FURNISHED.

8. Each railroad company or common carrier doing business in the State of Florida shall furnish to the Railroad Commission on demand any books or papers in

the possession of said railroad company or common carrier, and a written transcript or copy of any paper in the possession of said railroad company or common carrier which may appear to the Commission as necessary to aid them in the discharge of their duty.

### **TRAFFIC ARRANGEMENTS, ETC., BETWEEN RAILROADS.**

9. Copies of all rate sheets, tariffs and circular orders issued, and all contracts and agreements between railroad companies as to the rates of freight and passenger tariffs, and all arrangements and agreements whatever as to the division of earnings of any kind by competing or connecting lines of railroad doing business in this State, shall be submitted to the Commission for inspection, revision and approval.

### **RIGHT TO MODIFY OR SUSPEND RULES.**

10. The Commissioners reserve the right to suspend or modify the enforcement of any of their rules, regulations, rates, etc., at discretion when, in their opinion, the conditions are such that a strict enforcement of the same would work hardship or injustice.

## **Sec. II. — Rules Governing Transportation of Passengers.**

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### **BAGGAGE,**

1. Each passenger shall be entitled to free transportation of baggage not exceeding 150 pounds in weight.

### **LESS THAN MAXIMUM RATES MAY BE CHARGED.**

2. Railroads will not be prohibited from charging

less than the rates prescribed for the transportation of passengers, provided such charge is not an unjust discrimination in favor of or against persons or localities.

### MINIMUM FARE.

3. Ten (10) cents as a minimum fare may be collected where the regular fare would be less than that sum.

### COMPUTATION OF FRACTIONS.

4. Where the fare for any distance does not end in 0 or 5, sums ending in  $2\frac{1}{2}$  or over may be counted as 5, and sums less than  $2\frac{1}{2}$  as 0. For example: For  $42\frac{1}{2}$  cents collect 45, and for 42 cents collect 40. Nothing in this rule shall prevent any railroad company from giving the exact change in cents.

### FREE OR REDUCED RATES, EXCURSIONS, ETC.

5. A railroad company shall not be prevented from the free carriage of destitute, or homeless persons transported by charitable societies and the necessary agents employed in such transportation, or from the issuance of mileage, excursion, commutation or round trip passenger tickets; or from giving free carriage to its own officers and employees; or to prevent the principal officers of any railroad company or companies from exchanging passes or tickets with other railroad companies for their officers and employees; or free carriage or reduced rates to persons in charge of live stock shipped from the points of shipment to destination and return; or from issuing second-class tickets, for the holders of which second-class tickets so issued second-class accommodations shall be furnished.

### POSTING ARRIVAL OF DELAYED TRAINS.

6. It shall be the duty of any railroad operating in the State of Florida to keep a bulletin board of sufficient



size at every open telegraph station along its line where such train is scheduled to stop, on which shall be plainly posted the schedule time of arrival of all its passenger trains; and when any passenger train on any such railroad shall be behind the schedule time more than thirty minutes, it shall be the duty of said railroad to promptly bulletin and keep posted at every such open telegraph station along its line in the direction which said train is going, the time such train is behind the schedule time.

Such notice of late trains shall be bulletined not less than half an hour before the schedule time of arrival of said train, but passengers acting upon this information will do so at their own risk.

A copy of this rule, printed in large type, shall be posted at top of bulletin board at all open telegraph stations.

### **Sec. III.—Rules Governing the Transportation of Freight.**

#### **CONNECTING RAILROADS UNDER SAME MANAGEMENT.**

1. All connecting railroads which are under the management or control, by lease, ownership or otherwise, of one and the same company, and all connecting roads the majority of whose stock is owned or controlled, either directly or indirectly, by one of the connecting lines, shall, for the purpose of transportation, in applying their schedules of freight rates, be considered as constituting but one and the same road, and the rates shall be computed as upon parts of one and the same road, unless otherwise specified. The fact that each of said roads has a separate board of directors shall not prevent the application of this rule. Whenever any railroad company owns and operates in connection with its road, and for the purpose of transporting its cars,

freight or passengers, any steamer or other water craft, such steamer or water craft shall be deemed a part of its said road.

### MAXIMUM RATES MAY BE REDUCED.

2. The schedule of rates allowed and adopted by the Railroad Commissioners for each road are maximum rates, which shall not be transcended. They may, however, carry at less than the rates allowed and adopted; provided, that, if they carry for less for one person, they shall, for the like service, under similar circumstances and conditions, carry for the same lessened rates for all persons except as mentioned hereafter; and if they adopt less freight rates for one station, they shall make a reduction of the same per cent. at all stations along the line of road, so as to make no unjust discrimination as against any person or locality. But when at any point within this State there are competing lines of transportation, any railroad company injuriously affected thereby may, at such competing point, make rates below those allowed or adopted, to meet such competition, without making a corresponding reduction along the line of road.

The Commissioners may entertain application for temporary modification of so much of this rule as requires the general reduction of rates to all stations when made to any station, when in their judgment a local and temporary cause may justify such modification, as, for instance, epidemic, floods, drouths, storms, or other exigencies.

### RAILROADS MUST ACT AS COMMON CARRIERS

3. No railroad company shall decline or refuse to act as a common carrier to transport any article proper for transportation, and a failure to transport such article

within a reasonable time after the same has been offered for transportation shall be deemed a violation of this rule.

### COMPUTATION OF PERCENTAGES.

4. In the computation of percentages, if, after the percentage prescribed shall have been added or subtracted, as the case may be, should there be a fraction, any fraction of a cent less than one-half cent shall be discarded, and any of one-half cent or over may be counted as one cent.

### RATES ON SMALL SHIPMENTS.

5. The minimum charge on a single shipment of one class from one consignor to one consignee shall be computed at the actual weight, at the class or commodity rate to which it belongs, provided the charge shall not be less than twenty-five cents.

If the shipment contains articles in different classes and in separate packages, the charge shall be computed at the actual weight of each package, at the class or commodity rate to which it belongs, provided the aggregate charge on the shipment shall be not less than twenty-five cents.

If a package contains articles in two or more classes, the charge shall be computed at the actual weight of the package, at the highest class or commodity rate to which any of the articles belong, provided the charge shall not be less than twenty-five cents.

### FREE OR REDUCED RATES.

6. Railroad companies shall not be prevented from the carriage, storage or handling of property, free or at reduced rates, for charitable purposes, or to and from fairs and expositions for exhibition thereat.

## FREIGHTS EXEMPT FROM RULE 2.

7. The rates specified or hereafter to be allowed for ores, sand, clay, rough stones, common brick, bone, lumber, shingles, laths, staves, empty barrels, wood, straw, shucks, hay, fodder, corn in the ear, tan bark, turpentine, rosin, tar, sawdust, household goods, moss, palmetto leaves and heads, melons by the carload, are maximum rates; but the railroads are left free to reduce the same at discretion; and all such rates are exempt from the operation of Rule 2; provided, that all such rates made by any railroad under this rule shall be submitted to the Commission and approved by them. No rates have been prescribed for articles in the classification designated by the letter "S." Such articles are subject to special contract. The Commission will entertain complaints of excessive charges for transportation of such articles in all cases, except where the price charged was according to contract between the shipper and carrier.

## SHIPPERS TO LOAD AND UNLOAD.

8. Consignors and consignees will be required to load and unload bulk freight in carloads unless otherwise provided by special agreement.

## CHARGES FOR HAULING HEAVY FREIGHT.

9. The charges for handling extra-heavy freight may be as follows:

Under 2,000 pounds, no charge for extra handling.

2,000 pounds and under 3,000, \$3.00 for extra handling.

3,000 pounds and under 4,000, \$5.00 for extra handling.

4,000 pounds and under 5,000, \$7.00 for extra handling.

5,000 pounds and under 6,000, \$8.00 for extra handling.

6,000 pounds and under 7,000, \$10.00 for extra handling.

Over 7,000 pounds, subject to special contract.

### CARLOADS, WEIGHT OF CARLOAD, CARLOAD CONSIGNMENTS, ETC.

10. In all cases in which the classification provides a rate per 100 pounds, per ton, or per barrel, giving to carload shipments lower rates than apply to less-than-carload shipments, the standard minimum weight of a carload shall be 24,000 pounds, unless otherwise specified. Where the actual weight loaded in a car is in excess of the minimum weight, such excess may be charged for in proportion to carload rates; provided that in no case shall the amount collected on less than a carload exceed the price per carload.

Carload rates apply to the carload and more made by one shipper at one time to one and the same point of delivery to the same consignee, although the same may in fact be carried by the railroad to the point of delivery in lots less than the amount recognized as a carload.

### FERTILIZER—ARTICLES EMBRACED IN.

11. The term "fertilizers" embraces the following and like articles, when intended to be used as fertilizers, to-wit: Sulphate of ammonia, ashes, bone black, ground and dissolved bone, bone dust, castor pomace, cottonseed meal, cottonseed ashes, cotton seed, fish scrap, guano, super-phosphates, gypsum, kainit, german salts, nitre cake, nitrate and sulphate of soda, oil cake potash, fine-ground plaster, salt cake, saltpeter, sulphur, muck, tank stuffs, and tobacco dust and sweepings, and like articles when intended to be used as fertilizers.

### L. C. L. SHIPMENTS.

12. In no case shall the amount collected on L. C. L.



shipments exceed the charges per carload for the same class of goods; nor shall the charge for a car fully loaded exceed the charge for the same property if taken as a less-than-carload shipment.

### ESTIMATED WEIGHTS.

13. All articles will be charged at GROSS WEIGHT, without regard to weight given by shippers and inserted in bills of lading; except that when an article is classified to be accepted at an estimated weight, such estimated weight will apply. When the actual weights of the articles named below *cannot be ascertained at point of shipment, or at destination, or in transit*, the following estimated weights shall govern:

| ARTICLE.  | WEIGHT.    |
|---|------------|
| Cement, Portland, per barrel.....                             | 400 lbs.   |
| Cement, except portland, per barrel.....                      | 300 lbs.   |
| Clay, per cubic yard.....                                     | 3,000 lbs. |
| Coal, per bushel.....   | 80 lbs.    |
| Coke, per bushel.....   | 40 lbs.    |
| Gravel, per cubic yard.....                                   | 3,200 lbs. |
| Laths, green, per 1,000.....                                  | 530 lbs.   |
| Laths, seasoned, per 1,000.....                               | 450 lbs.   |
| Lime (Rockland), per barrel.....                              | 230 lbs.   |
| Lime (other than Rockland), per barrel.....                   | 210 lbs.   |
| Lime, per bushel.....   | 80 lbs.    |
| Lumber, Ash or Black Walnut, green, per 1,000<br>feet.....    | 4,500 lbs. |
| Lumber, Ash or Black Walnut, seasoned, per<br>1,000 feet..... | 4,000 lbs. |
| Lumber, Elm, Hickory or Oak, green, per 1,000<br>feet.....    | 6,000 lbs. |
| Lumber, Elm, Hickory or Oak, seasoned, per<br>1,000 feet..... | 4,500 lbs. |
| Lumber, White Pine or Poplar, green, per<br>1,000 feet.....   | 4,000 lbs. |

|  |             |
|--|-------------|
| Lumber, White Pine or Poplar, seasoned, per<br>1,000 feet.....                                       | 3,000 lbs.  |
| Lumber, Yellow Pine, green, per 1,000 feet...  | 4,500 lbs.  |
| Lumber, Yellow Pine, seasoned, per 1,000<br>feet.....  | 4,000 lbs.  |
| Lumber, Yellow Pine Boards, two inches and<br>less, kiln dried and dressed, per 1,000<br>feet.....   | 3,000 lbs.  |
| Lumber, N. O. S., green, per 1,000 feet.....   | 6,000 lbs.  |
| Lumber, N. O. S., seasoned, per 1,000 feet...  | 4,000 lbs.  |
| Sand, per cubic yard.....  | 3,000 lbs.  |
| Shingles, green, per 1,000.....  | 400 lbs.    |
| Shingles, seasoned, per 1,000.....   | 350 lbs.    |
| Staves, Headings or Hoop-poles, green, car<br>loaded to depth of forty-three inches, per<br>car..... | 30,000 lbs. |
| Staves, Headings or Hoop-poles, seasoned, car<br>loaded to depth of fifty inches, per car...         | 30,000 lbs. |
| Stone, not dressed, per cubic foot.....  | 160 lbs.    |
| Tan bark, green per cord.....  | 2,600 lbs.  |
| Tan bark, seasoned, per cord.....  | 2,000 lbs.  |
| Telegraph poles, fence posts or rails per<br>cord.....   | 3,500 lbs.  |
| Turpentine, in barrels, per barrel.....  | 520 lbs.    |
| Wood, green, per cord.....   | 3,500 lbs.  |
| Wood seasoned, per cord.....   | 3,000 lbs.  |

## ARTICLES TOO LONG OR BULKY TO BE LOADED IN BOX CARS.

14. Unless otherwise specified, articles too long or too bulky to be loaded in box cars, but not requiring two or more open cars, shall be charged at actual weight; provided, that in no case shall the charge on a single consignment be less than 4,000 pounds at the first-class rate.

CHARGE FOR SWITCHING OR TRANSFERRING CARS WHEN PASSING OVER TWO OR MORE ROADS.

15. A charge of not more than two dollars per car, without regard to its weight or contents, will be allowed for transporting, switching or transferring a loaded car from any point on any railroad to any connecting railroad, or to any warehouse, side-track or other point of delivery that may be designated by the consignee, within a distance of three miles from the point of starting.

When in the transfer, switching or transportation of a car between such points, it is necessary to pass over the track or tracks of any intermediate railroad or railroads, said maximum charge of two dollars shall be equitably divided between the railroads at interest.

When a charge is made for the transfer, switching or transportation of a loaded car between such points, no additional charge shall be made for the accompanying movement of the empty car in the opposite direction.

PROVIDED, That this rule shall not interfere with any prevailing legal rate for the transportation of freight between different stations; and shall not apply to any freight that does not pay a direct freight transportation charge in connection with the switching charge.

DELIVERY OF CARS TO CONNECTING ROADS.

16. The Commission will prescribe particular rules and conditions for the delivery without delay to any connecting road of the same gauge all cars consigned to points beyond such connecting roads, so as to promote speedy transportation and prevent unjust discrimina-

tion. Due regard will be had in each instance to the attainment of such purposes.

### RIGHTS OF SHIPPER TO ROUTE FREIGHTS.

17. The right of a shipper to direct by what line or lines of railroad in this State his shipments shall be transported within the State of Florida shall be observed by all railroads in this State.

### COMMODITY RATES TO GOVERN.

18. Commodity rates authorized by the Commission shall invariably govern, whether higher or lower than class rates.

### JOINT RATES.

19. On shipments of freight except classes L., N., O. and P., not governed by Rule No. 1, originating and terminating in this State, which shall pass over the whole or portions of two or more roads, not under the same control, the maximum rate charged on such shipments shall not be greater than the sum of the local rates on such freights less ten (10) per cent for the distance hauled over each road. The total rate thus ascertained on such freights from the point of shipment to the point of destination shall be divided in such proportions between the roads over which such freights pass, so as to give to each road interested in the shipment its local rate less ten (10) per cent for the distance such shipment is hauled, conditioned upon the initial line delivering the traffic to the delivering road at its nearest junctional point.

On classes L., N., O. and P., the Joint Rate shall not exceed the sum of the local rates on such freight.

Nothing in this Rule shall be construed to prevent the total of any Joint Rate made under this Rule from

being divided in such proportions between the roads interested in the same as they may agree upon, but a failure to so agree between the roads interested shall in no way affect the total Joint Rate to be charged and collected on or work delay in the transportation of such freight, or be a subject of appeal to the Commission by the roads at interest.

### SETTLEMENT CLAIMS FOR OVER-CHARGES.

20. All overcharges on freight by any railroad or common carrier doing business in the State of Florida shall be settled within thirty (30) days after demand upon the agent at the delivering depot (and surrender of shipping receipt) by consignee or person paying the freight.

Whenever an overcharge on freight has been made on a shipment over two or more railroads or common carriers, it shall be settled by the delivering road or carrier.

If the overcharge is made on a shipment to a flag station, then the demand to be made on the agent of the regular station to which the same was billed.

This rule will apply to claims made through the Railroad Commission, except that demand for settlement will be made upon the Traffic Manager and General Freight Agent of the company.

### FREIGHT RECEIPTS.

21. All railroad companies doing business in this State shall upon demand issue duplicate freight receipts to all shippers of freight, in which shall be stated the class or classes of freight shipped, freight charges over the railroad issuing such receipt, and, as far as practicable, shall state the charges upon the same over the connecting roads transporting such freight; and in all cases the railroads receiving such freight shipped shall



be held in all the courts of this State as responsible for the prompt and safe delivery of same to its point of destination within a reasonable time required for its transportation, which reasonable length of time shall be determined after due investigation by said Railroad Commissioners. When the consignee of such freight presents the railroad receipt to the agent of the railroad last transporting said freight, such agent shall deliver the articles shipped upon the payment of the rates charged for the class of freight as stipulated in said railroad receipt.

### DELIVERY OF FREIGHTS.

22. Railroad companies shall deliver to each consignee of freight the article or articles mentioned in the receipt (or bill of lading) on the payment of the lawful rate for the class or classes of freight transported, and the consignee shall not be compelled to pay for any article or articles not received by him. Where a part of the articles mentioned in the receipt shall reach the point of destination, it shall be the duty of the railroad company at such point to deliver the same upon the payment by the consignee of the freight charges on said article or articles notwithstanding the remainder of the articles mentioned in the receipt may have been delayed or lost.

### EQUIPPING LUMBER CARS.

23. Whenever application is made by any person to any railroad company or common carrier engaged in business in the State of Florida for flat cars on which to load any lumber or timber, in accordance with the provisions of Section 5213, Laws of Florida, approved June 4, 1903, the equipment furnished with said cars in accordance with the provisions of said act shall be capable of being readily removed or lowered, so that the lumber or timber may be loaded on or off the said cars without

being obstructed, impeded, or inconvenienced by such equipment.

### ESTABLISHING AND ABOLISHING STATION AGENCIES.

24. Each and every depot or station agency, on the line of the road now maintained, conducted or used in Florida by any railroad or express company in this State for the transaction of business with the public, is hereby formally established and located at the point, and on the premises where the same is now being so maintained and conducted. No such depot or station agency as aforesaid now established or hereafter to be established, pursuant to order made by the Railroad Commission of Florida, or voluntarily by such company, shall be closed, removed, suspended or abolished without authority granted by this commission, upon written application;

Provided, however, That this rule shall have no application to any depot or station agency, heretofore established, or that may hereafter be established for a special or temporary purpose, or not as a general depot or station agency.

Provided further, That whenever any depot or station agency is established, it shall be the duty of the railroad company to file in the office of the Railroad Commission, within thirty days after the establishment thereof, all information needed for a full and proper understanding of all the interests to be effected thereby, showing the necessity for, and purposes of establishing such depot or station agency.

Provided further, That it shall be the duty of the railroad and express companies operating in the State of Florida, to file in the office of the Railroad Commission, within thirty days from the date of this order, a list of all depots or station agencies, now being operated by

them for special or temporary purposes, giving with reference to each of them the information hereinbefore required as to the agencies to be established in the future.

25. When any car of lumber is loaded in excess of its marked carrying capacity the excess may be charged for at double the lumber rate, but any railroad company may refuse to transport any car of lumber loaded in excess of its marked carrying capacity, and may transfer such excess to another car and require the consignee to pay the expense of transferring it, and shall transport the same at the regular lumber rate.

#### **Sec. IV.—Rules and Regulations Governing the Transportation of Live Stock.**

##### **ESTIMATED WEIGHTS.**

1. The weights given below are estimated weights and not actual, and are simply used to get the rating on live stock. (To illustrate: One horse mule or horned animal is estimated at the same rate as 2,000 pounds of any kind of first-class freight at carrier's risk and second-class at owner's risk):

##### **LIVE STOCK LESS THAN CARLOADS WILL BE TAKEN AT THE FOLLOWING ESTIMATED WEIGHTS.**

|   |            |
|---|------------|
| One horse, mule or horned animal, except as specified below .....   | 2,000 lbs. |
| Two horses, mules or horned animals, except as specified below, in the same car and from the same shipper to the same consignee ..... | 3,500 lbs. |
| Each additional horse, mule or horned animal, except as specified below, in the same car  |            |

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|   |            |
|---|------------|
| and from the same shipper to the same consignee .....   | 1,000 lbs. |
| Stallions, jacks and bulls, each .....  | 3,000 lbs. |
| Each cow and calf together, not crated .....  | 2,500 lbs. |
| Each mare and foal, together .....  | 2,500 lbs. |
| Shetland ponies, any age, not crated .....  | 1,000 lbs. |
| Yearling cattle, except bulls, not crated, each .....   | 1,000 lbs. |
| Colts under one year old, except stallions, not crated .....  | 1,000 lbs. |
| Calves under one year old, not crated .....   | 1,000 lbs. |
| Calves under one year old, crated, each, actual weight, but not less than .....                                   | 100 lbs.   |
| Sheep, crated, each, actual weight, but not less than .....   | 100 lbs.   |
| Lambs, crated, each, actual weight, but not less than .....   | 100 lbs.   |
| Hogs, crated, each, actual weight, but not less than .....  | 100 lbs.   |
| Pigs, crated, each, actual weight, but not less than .....  | 100 lbs.   |
| Sheep, lambs, hogs and pigs, L. C. L., will not be received unless crated.  |            |
| Goats, same as sheep.   |            |
| Kids, same as lambs.  |            |
| Cows, calves, colts, ponies, hogs, sheep, lambs and other animals, crated, actual weight, but not less than ..... | 100 lbs.   |
| In no case shall the charge for less than a carload of live stock exceed the charge for a carload.                |            |

MAXIMUM VALUATION OF LIVE STOCK SHIPMENTS.

|  | EACH.    |
|--|----------|
| Horses and mules, not over .....             | \$ 75 00 |
| Horned cattle, not over .....                | 30 00    |
| Stallions, jacks and bulls, not over .....   | 150 00   |
| Lambs, calves, hogs or sheep, not over ..... | 5 00     |
| Mare and colt, together, not over .....      | 100 00   |

Cow and calf, together, not over..... 35 00

For every increase of one hundred per cent. or fraction thereof in valuation there shall be an increase of fifty per cent in rates.

### MIXED SHIPMENT.

Mixed shipments of cattle, hogs, lambs, etc., may be taken in carloads at carload rates prescribed for the transportation of cattle, but carrier will be released from any damage to animals, whether caused by their own actions, or to each other—suffocation, exhaustion from heat and cold, and (if not haltered) from escape.

Shippers will be required to feed, water and care for stock at their own expense. When food is furnished by carrier a charge will be made for the same and collected from consignee.

One, two or three cars of live stock will entitle the owner or his agent to be carried free to point of destination of consignment, on the train with the stock, to care for the same. Four to seven cars, inclusive, belonging to one owner, two men in charge; and eight cars or more belonging to one owner, three men in charge, which number is the maximum number of attendants that will be carried free for one shipment.

Return transportation not given to owners; agents or attendants.



**APPENDIX C.**  
**DEMURRAGE RULES.**

## ***Demurrage Rules.***

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The railroads doing business wholly or in part within the State of Florida are hereby authorized to operate the following Demurrage Rules:

### **RULE I.**

#### **FREIGHT SUBJECT TO CAR SERVICE CHARGES.**

All freight in cars, whether full carload or not, shipped to one consignee and taking track delivery will be subject to car service regulations.

### **RULE II.**

#### **NOTICE TO CONSIGNEES.**

Railroad companies shall give prompt notice by mail or otherwise to consignees of the arrival of goods, together with the weight and amount of freight charges due thereon as shown by way bills, and when goods or freight of any kind in carload quantities arrive, said notice must contain letters or initials of car, number of the car, net weight and the amount of freight charges due on the same. Storage and demurrage charges may be assessed if goods are not removed in conformity with the following rules and regulations. No storage or demurrage charges, however, shall, in any case, be allowed unless legal notice of the arrival of goods has been given to the owner or consignee thereof by the railroad company.

## RULE III.

## LEGAL NOTICE.

Legal notice referred to in these rules may be either actual or constructive. Where the consignee is personally served with notice of the arrival of freight, free time ends seventy-two (72) hours from the time of notification, not including Sundays or legal holidays. Constructive notice referred to consists of *posting notice by mail to consignee*. Where this mode of giving notice is adopted, there shall be twenty-four (24) hours additional free time to be added to the seventy-two (72) hours, to be computed from the time notice was mailed; provided, however, that if, in any case, when notice of arrival is given by mail, the consignee will make oath that neither he, his agents, nor employees have received such notice, then no demurrage charges shall be made until after legal notice, as above specified, **is given**.

## RULE IV.

## PER DIEM CHARGE.

A charge of one dollar (\$1.00) per car per day shall be made for detention of cars and use of track when cars are not loaded or unloaded within seventy-two (72) hours, not including Sundays and legal holidays, except when loaded with seed cotton, cotton seed in bulk, cotton seed hulls in bulk, fertilizer material in bulk, coal, bulk potatoes, bulk cabbage, brick, and dressed lumber (in box cars), ninety-six (96) hours will be allowed for *unloading*. It being understood that said car or cars are to be placed and remain accessible to the consignee for the purpose of unloading during the period in which held free of demurrage; that when the period of such demurrage charges commences, they are to be placed accessible to the consignee for unloading purposes on demand of the consignee; provided, however, that if the railroad

company shall remove such car or cars after being so placed, or in any way obstruct unloading of same, the consignee shall not be chargeable with delay caused thereby; provided, further, that when any consignee shall receive four or more cars during any one day taking track delivery, the said cars in excess of three shall not be liable to demurrage by any railroad company until after the expiration of ninety six (96) hours.

Any fraction of a day shall be considered a day.

## RULE V.

### GOODS CONSIGNED TO ORDER OF SHIPPER.

When consignors ship goods consigned to themselves, it shall be the duty of the railroad companies to give legal notice to such consignees, or persons to whom shipping directions order delivery. This notice may be addressed by mail to the consignee at point of delivery, and demurrage will begin as in other cases of notice by mail; and the mailing of such notice shall be sufficient legal notice in such cases, whether the consignee actually receives the same or not.

## RULE VI.

### REFUSAL TO ACCEPT SHIPMENTS.

Where the consignee shall refuse to accept freight tendered in pursuance of the bill of lading, the carrier charged with the duty of delivery may give to the consignor legal notice of such refusal; and if he shall not, within three days thereafter, give direction for the re-shipment or unloading of such goods, he shall thenceforth become liable to such carrier for demurrage upon the car or cars in which they are stored to the same extent and at the same rate as such charges are now, under like circumstances by the rules of this Commission, imposed upon consignees who neglect or refuse, after notice of

arrival to remove freight of like character from the cars of a carrier.

A consignee who has once refused to accept a consignment of goods shall not thereafter be entitled to receive the same, except upon payment of all charges for demurrage which would otherwise have accrued.

## RULE VII.

### CARS FOR DELIVERY ON TEAM TRACKS OR PRIVATE SIDINGS.

Sec. 1. Cars containing freight to be delivered upon carload delivery tracks or private sidings are to be delivered upon the tracks designated by consignee upon arrival, or as soon thereafter as the ordinary routine of yard work will permit.

Sec. 2. Cars containing property, the billing of which does not specify any particular delivery, and for which no standing or special order has been filed with carrier's agent within twenty-four hours (24) hours, will be considered as requiring general track delivery and shall be so placed after twenty-four (24) hours.

Sec. 3. Cars for unloading shall be considered placed when such cars are held in receiving yards awaiting orders from shippers or consignees, or when held for payment of freight charges, provided the railroad company could otherwise have placed such cars on delivery tracks accessible to the consignee for the purpose of unloading, except that it was consigned to private sidings already fully occupied and delivery therefore impracticable, detention is to be computed from time of notification.

## RULE VIII.

### CARS HELD FOR SHIPPING DIRECTIONS.

Cars detained or held for want of proper shipping in-



structions or by reason of improper or excessive loading (where loading is done by shipper) shall be subject to a demurrage charge of one dollar (\$1.00) per car for each day or fraction of a day said car or cars are so detained or held. Likewise, when cars are promptly loaded and shipping instructions given, the railroad agent must immediately issue the bills of lading therefor; and if said car or cars are detained or held and not carried forward within forty-eight (48) hours, except perishable articles, which shall be moved within twenty-four (24) hours thereafter, said railroad company shall be liable to said shipper for the payment of one (\$1.00) dollar per car for each day or fraction of a day that said car or cars thus detained or held.

## RULE IX.

### CONSIGNMENTS MORE THAN FOUR MILES DISTANCE.

A consignee living more than four miles from the depot, and whose freight is destined to his residence or place of business so located, shall not be subject to storage or demurrage charges allowed in the above rules until a sufficient time has elapsed after notice for said consignee to remove said goods by the exercise of *ordinary diligence*.

## RULE X.

### RAILROADS ALLOWED TO STORE PROPERTY.

Railroad companies are authorized to store such property in public warehouses at the expense of owner, if same is not removed before demurrage charges attach.

## RULE XI.

### PER DIEM CHARGE ALLOWED CONSIGNEES.

When any railroad company fails to deliver freight at the depot or to place loaded cars at an accessible place

for unloading within seventy-two (72) hours (not including Sundays or legal holidays), computed from 10 a. m., the day after arrival of the same, the shipper or consignee shall be paid one dollar (\$1.00) per day for each day said delivery is so delayed.

## RULE XII.

### STORMY WEATHER.

Whenever the weather during the period of free time is so severe, inclement or rainy that it is impracticable to secure means of removal, or where, from the nature of the goods, removal would cause injury or damage, such time shall be added to the free period; and no demurrage charges shall be allowed for such additional time.

This rule applies to the state of the weather during business hours.

## RULE XIII.

### DISCRIMINATION AND EXEMPTIONS.

Railroads shall not discriminate between persons or places in storage or demurrage charges. If a railroad company collects storage or demurrage of one person, under the demurrage rules, it must collect of all who are liable. No rebate, drawback or other similar device will be allowed. If demurrage is collected by a railroad company at one point on its line, it must collect at all places on its line of those liable under the rules of the Commission;

Provided, That all package freight unloaded in depot or warehouse, which is not removed by the owners thereof, from the custody of the railroad company within seventy-two (72) hours (not including Sundays or legal holidays) after legal notice of arrival, may be subject thereafter to a charge of storage for each day or fraction of a day that it may remain in the custody of the railroad company, as follows:

100 RAILROAD COMMISSION, STATE OF FLORIDA.

In less than carload quantities, not more than one cent per one hundred pounds per day.

In carload quantities, not more than one dollar (\$1.00) per car per day;

Provided, Further, that in no case shall the amount collected for storage of a less than carload shipment exceed the amount authorized to be charged as storage or demurrage on a carload of similar freight for the same length of time when not unloaded from the car as provided by the Demurrage Rules.

Provided. Further, that the Commission shall hear and grant applications to suspend the operation of this rule wherever justice shall demand this course.

RULE XIV.

OTHER DEMURRAGE CHARGES.

No other charges shall be made by any railroad company doing business wholly or part in the State of Florida for storage or demurrage except as provided in the foregoing rules, and these rules shall become effective December 23, 1901.

***Schedule of Freight Tariffs.***

Schedule of Freight Tariffs Revised, Allowed, and Adopted by the Railroad Commission of the State  
of Florida,

FOR SUWANNEE AND SAN PEDRO RAILROAD.

Taking Effect at Once.

Tallahassee, Fla., October 27, 1904.

| Between all Stations. | Per Hundred Pounds. |    |    |    |    |    |    |    |    |    |    |    | Per Barrel. | Per 100 lbs. | Per Ton. |      | Per Carload. |       |       | Per 100 lbs. |
|-----------------------|---------------------|----|----|----|----|----|----|----|----|----|----|----|-------------|--------------|----------|------|--------------|-------|-------|--------------|
|                       | 1                   | 2  | 3  | 4  | 5  | 6  | A  | B  | C  | D  | E  | H  | F           | K            | L        | M    | N            | O     | P     | R            |
| 10 miles and under    | 24                  | 21 | 20 | 15 | 14 | 13 | 10 | 9  | 8  | 6  | 14 | 15 | 12          | 7            | .75      | 1.00 | 8.00         | 10.00 | 5.00  | 8            |
| 20 miles and over 10  | 28                  | 26 | 24 | 19 | 17 | 15 | 12 | 11 | 11 | 8  | 17 | 19 | 15          | 8            | .90      | 1.10 | 11.00        | 12.00 | 7.00  | 9            |
| 30 miles and over 20  | 32                  | 30 | 28 | 23 | 20 | 18 | 13 | 12 | 12 | 9  | 20 | 23 | 18          | 9            | 1.05     | 1.20 | 14.00        | 14.00 | 8.00  | 10           |
| 40 miles and over 30  | 36                  | 34 | 32 | 27 | 23 | 19 | 14 | 13 | 13 | 10 | 23 | 27 | 19          | 10           | 1.20     | 1.30 | 16.00        | 15.00 | 9.00  | 10           |
| 50 miles and over 40  | 40                  | 38 | 35 | 30 | 25 | 20 | 15 | 14 | 14 | 11 | 25 | 30 | 20          | 10½          | 1.30     | 1.40 | 17.00        | 16.00 | 10.00 | 12           |
| 60 miles and over 50  | 44                  | 42 | 38 | 32 | 29 | 23 | 16 | 15 | 15 | 12 | 29 | 32 | 22          | 11           | 1.40     | 1.50 | 18.00        | 17.00 | 11.00 | 13           |
| 70 miles and over 60  | 48                  | 46 | 41 | 34 | 30 | 24 | 17 | 17 | 17 | 13 | 30 | 34 | 23          | 11½          | 1.50     | 1.60 | 19.00        | 18.00 | 11.00 | 14           |
| 80 miles and over 70  | 52                  | 50 | 43 | 36 | 32 | 25 | 18 | 18 | 18 | 14 | 32 | 36 | 24          | 12           | 1.60     | 1.70 | 20.00        | 19.00 | 12.00 | 15           |
| 90 miles and over 80  | 56                  | 53 | 46 | 38 | 33 | 26 | 19 | 19 | 19 | 14 | 33 | 38 | 25          | 12½          | 1.70     | 1.75 | 22.00        | 20.00 | 13.00 | 16           |
| 100 miles and over 90 | 60                  | 55 | 49 | 39 | 34 | 28 | 20 | 20 | 20 | 14 | 34 | 39 | 26          | 13           | 1.75     | 1.80 | 25.00        | 21.00 | 14.00 | 17           |

NOTE.—The above schedule of rates is not to change or supersede any special rate now in use by the Suwannee and San Pedro Railroad that is lower than said schedule of rates, except the special lumber rate from Perry to Fernandina and Jacksonville, which is hereby changed from 6½ cents to 7 cents per 100 pounds, per carload of 35,000 pounds minimum. Where 24,000 pounds minimum is used, Commission's local rate will apply.

Passenger Rate—Straight fare, 4c per mile; round-trip ticket, good for 5 days exclusive of day of sale, 3c per mile.



Schedule of Freight Tariffs Revised, Allowed, and Adopted by the Railroad Commission of the State  
of Florida,

FOR NATURAL BRIDGE RAILWAY.

Taking Effect at Once.

Tallahassee, Fla., February 22, 1904.

| Between all Stations.            | Per Hundred Pounds. |    |    |    |    |    |    |    |    |    |    |    | Per<br>Barrel. | Per<br>100 lbs. | Per<br>Ton. |      | Per carload. |       |      | Per<br>100 lbs. |
|----------------------------------|---------------------|----|----|----|----|----|----|----|----|----|----|----|----------------|-----------------|-------------|------|--------------|-------|------|-----------------|
|                                  | 1                   | 2  | 3  | 4  | 5  | 6  | A  | B  | C  | D  | E  | H  | F              | K               | L           | M    | N            | O     | P    | R               |
| 10 miles and under .....         | 30                  | 27 | 24 | 20 | 18 | 15 | 11 | 10 | 11 | 9  | 19 | 21 | 16             | 7               | 75          | 1.10 | 8.00         | 10.00 | 5.00 | 8               |
| 20 miles and over 10 miles ..... | 34                  | 31 | 28 | 23 | 21 | 17 | 15 | 12 | 12 | 10 | 21 | 24 | 18             | 8               | 90          | 1.20 | 11.00        | 12.00 | 7.00 | 9               |

Passenger Rate—Straight fare, 5 cents per mile.

Schedule of Freight Tariffs Revised, Allowed, and Adopted by the Railroad Commission of the State of Florida.

FOR GEORGIA, FLORIDA AND ALABAMA RAILWAY.

Taking effect at once.

Tallahassee, Fla., September 15, 1902.

| Between Local Stations.    | Per Hundred Pounds |    |    |    |    |    |    |    |    |    |   |   | Per Barrel | Per 100 lbs | Per Ton | Per Carload |      |       |       | Per 100 Lbs |    |
|----------------------------|--------------------|----|----|----|----|----|----|----|----|----|---|---|------------|-------------|---------|-------------|------|-------|-------|-------------|----|
|                            | 1                  | 2  | 3  | 4  | 5  | 6  | A  | B  | C  | D  | E | H | F          | K           | L       | M           | N    | O     | P     | R           |    |
| 10 Miles and Under         | 24                 | 21 | 20 | 15 | 14 | 12 | 12 | 12 | 5½ | 5  |   |   | 15         | 11½         | 7½      | 75          | 1.20 | 9.75  | 12.00 | 5.00        | 8  |
| 20 Miles and Over 10 Miles | 30                 | 27 | 24 | 21 | 18 | 15 | 15 | 15 | 7  | 6  |   |   | 21         | 14          | 9       | 90          | 1.35 | 12.00 | 15.00 | 7.00        | 9  |
| 30 Miles and Over 20 Miles | 36                 | 32 | 29 | 26 | 21 | 17 | 17 | 17 | 7½ | 6½ |   |   | 26         | 15          | 10½     | 1.05        | 1.50 | 15.00 | 16.50 | 8.00        | 11 |
| 40 Miles and Over 30 Miles | 41                 | 36 | 33 | 30 | 24 | 18 | 18 | 18 | 8  | 7½ |   |   | 30         | 16½         | 12      | 1.20        | 1.65 | 19.50 | 18.00 | 9.00        | 12 |
| 50 Miles and Over 40 Miles | 42                 | 38 | 35 | 31 | 25 | 18 | 18 | 18 | 8½ | 8  |   |   | 31         | 17½         | 12      | 1.26        | 1.68 | 19.60 | 18.20 | 10.00       | 13 |

Passenger rate—Straight fare 4 cents per mile—Round trip ticket good for five days exclusive of the day of sale 3 cents per mile.

Schedule of Freight Tariffs Revised, Allowed, and Adopted by the Railroad Commission of the State  
of Florida.

FOR LIVE OAK AND PERRY RAILROAD.

Taking Effect At once.

Tallahassee, Fla., January 27, 1905.

| Between All Stations.      | Per Hundred Pounds. |    |    |    |    |    |    |    |    |    |    |    | Per Barrel | Per 100 Lbs | Per Ton | Per Carload |       |       |      | Per 100 Lbs |
|----------------------------|---------------------|----|----|----|----|----|----|----|----|----|----|----|------------|-------------|---------|-------------|-------|-------|------|-------------|
|                            |                     |    |    |    |    |    |    |    |    |    |    |    |            |             |         |             |       |       |      |             |
|                            | 1                   | 2  | 3  | 4  | 5  | 6  | A  | B  | C  | D  | E  | H  | F          | K           | L       | M           | N     | O     | P    | R           |
| 10 Miles and Under         | 30                  | 27 | 24 | 20 | 18 | 15 | 11 | 10 | 11 | 9  | 19 | 21 | 16         | 7           | 75      | 1.10        | 8.00  | 10.00 | 5.00 | 8           |
| 20 Miles and Over 10 Miles | 34                  | 31 | 28 | 23 | 21 | 17 | 15 | 12 | 12 | 10 | 21 | 24 | 18         | 8           | 90      | 1.20        | 11.00 | 12.00 | 7.00 | 9           |
| 30 Miles and Over 20 Miles | 38                  | 35 | 31 | 26 | 24 | 19 | 17 | 14 | 14 | 11 | 23 | 27 | 20         | 9           | 1.05    | 1.30        | 14.00 | 14.00 | 8.00 | 10          |
| 40 Miles and Over 30 Miles | 42                  | 38 | 34 | 28 | 26 | 21 | 19 | 15 | 15 | 11 | 25 | 30 | 22         | 10          | 1.20    | 1.40        | 16.00 | 15.00 | 9.00 | 11          |

Passenger rate—Straight fare 4 cents per mile—Round trip ticket good for 5 days exclusive of day of sale 3 cents per mile.

Schedule of Freight Tariffs Revised, Allowed, and Adopted by the Railroad Commission of the State  
of Florida,

FOR WARNELL LUMBER AND VENEER RAILROAD.

Taking Effect at Once.

Tallahassee, Fla., September 20, 1904.

| Between all Stations.          | Per Hundred Pounds. |    |    |    |    |    |    |    |    |    |    |    | Per<br>Barrel. | Per<br>100 lbs. | Per<br>Ton. |      | Per Carload. |       |      | Per<br>100 lbs. |
|--------------------------------|---------------------|----|----|----|----|----|----|----|----|----|----|----|----------------|-----------------|-------------|------|--------------|-------|------|-----------------|
|                                | 1                   | 2  | 3  | 4  | 5  | 6  | A  | B  | C  | D  | E  | H  | F              | K               | L           | M    | N            | O     | P    | R               |
| 10 miles and under -----       | 30                  | 27 | 24 | 20 | 18 | 15 | 11 | 10 | 11 | 9  | 19 | 21 | 16             | 7               | 75          | 1.10 | 8.00         | 10.00 | 5.00 | 8               |
| 20 miles and over 10 miles --- | 34                  | 31 | 28 | 23 | 21 | 17 | 15 | 12 | 12 | 10 | 21 | 24 | 18             | 8               | 90          | 1.20 | 11.00        | 12.00 | 7.00 | 9               |

Passenger Rate—Straight fare, 4 cents per mile: round trip ticket, good for five days exclusive of day of sale, 3 cents per mile.

# STATISTICS.

## STATEMENT OF RECEIPTS OF THE SOUTHERN EXPRESS COMPANY WITHIN THE STATE OF FLORIDA FOR THE YEAR END- ING JUNE 30, 1904.

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|   |                       |
|---|-----------------------|
| Receipts.....                                   | \$144,229 64          |
| Expenses:                                       |                       |
| Losses and damages.....                         | \$1,225 87            |
| General salaries and expenses.....              | 10,926 54             |
| Accounting department.....                      | 17,000 84             |
| Stationery and supplies.....                    | 6,610 08              |
| Superintendents salaries and ex-<br>penses..... | 3,512 60              |
| Route agents salaries and expen-<br>ses.....    | 5,008 36              |
| Messengers salaries and expen-<br>ses.....      | 15,213 33             |
| Agents salaries and office expen-<br>ses.....   | 64,306 45             |
| Other expenses.....                             | 3,185 11              |
| Taxes.....                                      | 5,004 31—\$131,993 49 |
| Net Income.....                                 | \$12,236 15           |



COMPARISON OF GROSS EARNINGS, OPERATING EXPENSES AND NET EARNINGS FROM OPERATION OF RAILROADS IN FLORIDA FOR THE TWO  
YEARS ENDING RESPECTIVELY JUNE 30, 1903, AND JUNE 30, 1904.

| RAILROADS.                                | GROSS EARNINGS FROM OPERATION—<br>All Sources. |                                  |                                 |                                 | OPERATING EXPENSES.                |                                    |                                 |                                 | RESULTS FROM OPERATION.       |          |                               |           |
|---|--|----------------------------------|---------------------------------|---------------------------------|------------------------------------|------------------------------------|---------------------------------|---------------------------------|-------------------------------|----------|-------------------------------|-----------|
|   | Year Ending<br>June 30,<br>1903.               | Year Ending<br>June 30,<br>1904. | Increase<br>for Latter<br>Year. | Decrease<br>for Latter<br>Year. | Year End-<br>ing June 30,<br>1903. | Year End-<br>ing June 30,<br>1904. | Increase<br>for Latter<br>Year. | Decrease<br>for Latter<br>Year. | Year Ending June 30,<br>1903. |          | Year Ending June 30,<br>1904. |           |
|   |  |                                  |                                 |                                 |                                    |                                    |                                 |                                 | Net Earn-<br>ings.            | Deficit. | Net Earn-<br>ings.            | Deficit.  |
| Atlantic Coast Line                       | \$ 3,331,967 16                                | \$ 3,929,328 79                  | \$597,361 63                    | \$                              | \$1,949,893 99                     | \$2,220,263 60                     | \$270,369 61                    | \$                              | \$1,382,073 17                | \$       | \$1,709,065 19                | \$        |
| Ala. & Florida Div., L. & N.*             | 194,618 55                                     | 278,979 01                       | 84,360 46                       |                                 | 139,157 49                         | 197,346 21                         | 58,188 72                       |                                 | 55,461 06                     |          | 81,632 80                     |           |
| Carrabelle, Tallahassee & Georgia         | 74,280 07                                      | 70,714 76                        |                                 | 3,565 31                        | 63,962 29                          | 64,495 15                          | 532 86                          |                                 | 10,317 78                     |          | 6,219 61                      |           |
| Florida East Coast                        | 2,018,207 16                                   | 2,322,572 88                     | 303,365 72                      |                                 | 1,351,592 78                       | 1,501,828 25                       | 150,235 47                      |                                 | 666,614 38                    |          | 820,744 63                    |           |
| Gainesville & Gulf                        | 58,352 94                                      | 82,910 01                        | 24,557 07                       |                                 | 42,359 94                          | 51,355 04                          | 8,995 10                        |                                 | 15,993 00                     |          | 31,554 97                     |           |
| Jacksonville & Southwestern               | 204,921 36                                     | 223,807 57                       | 18,886 21                       |                                 | 138,146 12                         | 152,295 20                         | 14,149 08                       |                                 | 66,775 24                     |          | 71,512 37                     |           |
| Live Oak & Gulf                           | 14,723 56                                      | 13,583 11                        |                                 | 1,140 45                        | 10,946 02                          | 10,797 13                          |                                 | 148 89                          | 3,777 54                      |          | 2,785 98                      |           |
| Pensacola Div., L. & N.                   | 536,513 77                                     | 590,890 11                       | 54,376 34                       |                                 | 370,472 91                         | 360,991 61                         |                                 | 9,481 30                        | 166,040 86                    |          | 229,898 50                    |           |
| Pensacola & Atlantic Division,<br>L. & N. | 522,880 70                                     | 558,182 92                       | 35,302 22                       |                                 | 364,750 94                         | 402,581 04                         | 37,830 10                       |                                 | 158,129 76                    |          | 155,601 88                    |           |
| Seaboard Air Line                         | 2,846,805 07                                   | 3,168,419 14                     | 321,614 07                      |                                 | 2,375,126 58                       | 2,629,162 95                       | 254,037 39                      |                                 | 471,678 49                    |          | 539,256 19                    |           |
| South Georgia*                            | 60,969 47                                      | 77,196 17                        | 16,226 70                       |                                 | 42,466 46                          | 45,169 65                          | 2,703 19                        |                                 | 18,503 01                     |          | 32,026 52                     |           |
| Suwannee & San Pedro                      | 39,649 34                                      | 60,918 23                        | 21,268 89                       |                                 | 22,676 17                          | 31,297 85                          | 8,621 68                        |                                 | 16,973 17                     |          | 29,620 38                     |           |
| St. Johns River Terminal Co.              | 82,654 85                                      | 62,031 39                        |                                 | 20,623 46                       | 52,488 19                          | 94,590 05                          | 42,101 86                       |                                 | 30,166 66                     |          |                               | 32,558 66 |
| Tavares & Gulf                            | 14,471 26                                      | 14,721 91                        | 250 65                          |                                 | 15,508 81                          | 15,525 26                          | 16 45                           |                                 |                               | 1,037 55 |                               | 803 35    |
| Valdosta Southern                         | 21,037 77                                      | 19,557 52                        |                                 | 1,480 25                        | 10,458 61                          | 10,500 49                          | 41 88                           |                                 | 10,579 16                     |          | 9,057 03                      |           |
| Yellow River Railroad                     | 89,079 80                                      | 72,576 61                        |                                 | 16,503 19                       | 82,530 88                          | 67,133 20                          |                                 | 15,397 68                       | 6,548 92                      |          | 5,443 41                      |           |
| Georgia, Florida & Alabama                | 25,815 00                                      | 29,404 05                        | 3,589 05                        |                                 | 30,755 76                          | 28,538 48                          |                                 | 2,217 28                        |                               | 4,940 76 | 865 57                        |           |
| Georgia Southern & Florida                | 255,257 21                                     | 342,081 02                       | 86,823 81                       |                                 | 236,015 00                         | 335,286 98                         | 99,271 98                       |                                 | 19,242 21                     |          | 6,794 04                      |           |

\* Report for entire line.

OPERATING EXPENSES OF RAILROADS IN FLORIDA DURING THE TWELVE MONTHS ENDING JUNE 30, 1904.

| RAILROADS REPORTING.                 | Maintenance of<br>ways and<br>structures. | Maintenance of<br>equipment. | Conducting<br>transportation. | General ex-<br>penses. | Total operating<br>expenses. | Per cent-<br>age of<br>operating<br>expenses<br>to gross<br>earnings. |
|--------------------------------------|---|------------------------------|-------------------------------|------------------------|------------------------------|---|
| Atlantic Coast Line                  | \$517,732.19                              | \$345,243.16                 | \$1,255,975.30                | \$107,312.95           | \$2,226,263.60               | 56.66   |
| Alabama & Florida Division L. & N    | 5,083.44                                  | 3,939.01                     | 10,321.49                     | 469.61                 | 19,813.55                    | 70.74   |
| Carrabelle, Tallahassee & Georgia    | 16,527.34                                 | 9,114.61                     | 28,612.49                     | 10,240.71              | 64,495.15                    | 91.20   |
| Florida East Coast                   | 402,334.57                                | 201,842.17                   | 813,262.30                    | 84,389.21              | 1,501,828.25                 | 64.66   |
| Gainesville & Gulf                   | 12,764.43                                 | 7,586.77                     | 23,670.05                     | 7,333.79               | 51,355.04                    | 61.94   |
| Georgia, Florida & Alabama           | 5,636.58                                  | 5,359.98                     | 13,885.83                     | 3,656.09               | 28,538.48                    | 93.60   |
| Georgia Southern & Florida           | 44,645.75                                 | 81,986.41                    | 189,328.95                    | 19,325.87              | 335,286.98                   | 98.01   |
| Jacksonville & Southwestern          | 45,657.97                                 | 25,130.63                    | 70,846.52                     | 10,660.08              | 152,295.20                   | 68.04   |
| Live Oak & Gulf                      | 2,789.46                                  | 516.97                       | 4,609.18                      | 2,881.52               | 10,797.13                    | 78.00   |
| Pensacola Division L. & N            | 89,761.48                                 | 70,062.36                    | 189,846.41                    | 11,321.36              | 360,991.61                   | 60.19   |
| Pensacola & Atlantic Division L. & N | 133,122.50                                | 78,992.31                    | 174,594.45                    | 15,871.78              | 402,581.04                   | 72.15   |
| Seaboard Air Line                    | 483,455.45                                | 511,858.82                   | 1,482,762.75                  | 151,085.92             | 2,629,162.94                 | 82.98   |
| South Georgia                        | 15,355.67                                 | 3,724.45                     | 19,474.26                     | 6,615.27               | 45,169.65                    | 58.00   |
| Suwannee & San Pedro                 | 6,447.52                                  | 2,623.13                     | 17,752.79                     | 4,474.41               | 31,297.85                    | 51.00   |
| Tavares & Gulf                       | 5,419.38                                  | 2,293.98                     | 6,268.33                      | 1,843.57               | 15,525.26                    | 105.45  |
| Valdosta Southern                    | 2,847.94                                  | 804.37                       | 4,828.65                      | 2,019.53               | 10,500.49                    | 53.61   |
| Yellow River                         | 17,886.29                                 | 7,995.38                     | 38,863.84                     | 2,387.69               | 67,133.20                    | 92.50   |
| St. Johns River Terminal Co          | 16,901.25                                 | 6,153.58                     | 64,457.91                     | 7,077.31               | 94,590.05                    | 152.35  |
| Total                                | 1,824,069.21                              | 1,365,228.09                 | 4,409,361.50                  | 448,966.67             | 8,047,625.47                 | -----   |

RECEIPTS FROM OPERATIONS, ALL SOURCES, FOR THE YEAR ENDING JUNE 30, 1904.

| ROADS REPORTING.                  | Passenger<br>revenue. | Mail<br>revenue. | Express<br>revenue. | Extra<br>baggage,<br>storage<br>and other<br>items. | Total pas-<br>senger earn-<br>ings. | Total<br>freight<br>earnings. | Total other<br>earnings. | Total Gross<br>earnings<br>from oper-<br>ations. |
|-----------------------------------|-----------------------|------------------|---------------------|---|-------------------------------------|-------------------------------|--------------------------|--|
| Atlantic Coast Line               | \$1,050,021. 9        | \$144,160.27     | \$116,550.95        | \$12,195.99   | \$1,322,929.19                      | \$2,502,427.17                | \$103,971.73             | \$3,929,328.79                                   |
| Alabama & Fla. Div. L. & N        | 7,256.56              | 475.01           | 201.88              | 140.45  | 8,073.91                            | 19,860.60                     | 94.86                    | 28,009.49  |
| Carrabelle, Tallahassee & Georgia | 22,801.75             | 3,830.01         | 3,865.46            | 178.68  | 30,675.90                           | 28,314.67                     | 11,724.19                | 70,714.76  |
| Florida East Coast                | 822,174.22            | 80,358.84        | 222,991.97          |   | 1,125,525.03                        | 1,120,737.10                  | 76,310.75                | 2,322,572.88                                     |
| Gainesville & Gulf                | 10,410.84             | 1,809.59         | 9,561.95            |   | 21,782.38                           | 56,016.69                     | 5,110.94                 | 82,910.01  |
| Georgia, Florida & Alabama        | 11,593.78             | 1,015.73         | 590.29              |   | 13,199.80                           | 15,683.54                     | 520.71                   | 29,404.05  |
| Georgia, Southern & Florida       | 99,373.04             | 10,707.36        | 19,688.51           | 1,330.00  | 131,098.91                          | 161,348.48                    | 49,633.63                | 342,081.02                                       |
| Jacksonville & Southwestern       | 10,902.14             | 1,500.00         |                     |   | 12,402.14                           | 209,413.31                    | 19,992.12                | 223,807.57                                       |
| Live Oak & Gulf                   | 502.15                | 694.82           |                     |   | 1,196.97                            | 11,270.96                     | 1,115.18                 | 13,583.11  |
| Pensacola Division L. & N         | 113,596.80            | 4,647.40         | 10,845.99           | 2,007.91  | 131,098.10                          | 431,889.71                    | 27,902.30                | 590,890.11                                       |
| Pensacola & Atlantic Div. L. & N  | 179,938.82            | 13,951.84        | 11,093.78           | 3,372.18  | 208,416.62                          | 345,244.37                    | 4,521.93                 | 558,182.92                                       |
| Seaboard Air Line                 | 760,032.32            | 63,036.49        | 97,483.72           | 9,607.64  | 930,160.17                          | 2,174,684.89                  | 63,574.08                | 3,168,419.14                                     |
| South Georgia*                    | 14,773.65             | 2,154.86         | 168.24              |   | 17,096.75                           | 55,371.98                     | 4,727.44                 | 77,196.17  |
| Suwannee & San Pedro              | 17,367.31             | 1,293.33         | 759.47              |   | 19,420.11                           | 41,498.12                     |                          | 60,918.23  |
| Tavares & Gulf                    | 1,723.78              | 1,258.12         | 852.89              |   | 3,834.79                            | 10,887.12                     |                          | 14,721.91  |
| Valdosta Southern                 | 5,822.33              | 601.98           |                     |   | 6,424.31                            | 13,133.21                     |                          | 19,557.52  |
| Yellow River                      | 12,801.00             | 1,132.88         | 460.38              |   | 14,394.26                           | 55,564.68                     | 2,617.67                 | 72,576.61  |
| St. Johns River Terminal Co       |                       |                  |                     |   |                                     |                               | 62,031.39                | 62,031.39  |
| Total                             | 3,133,895.91          | 332,153.52       | 494,913.60          | 28,692.40   | 3,989,655.43                        | 7,233,486.70                  | 415,754.06               | 11,638,896.19                                    |

\* Report for entire line.

CAPITAL STOCK AND BONDS OF RAILROADS IN FLORIDA, JUNE 30TH, 1904.

| RAILROADS REPORTING.                      | Miles covered<br>by<br>figures. | CAPITAL STOCK.           |  | BONDS.                   |  | EQUIPMENT BONDS.       |  | AGGREGATE.               |  |
|---|---------------------------------|--------------------------|--|--------------------------|--|------------------------|--|--------------------------|--|
|   |                                 | Amount Out-<br>standing. | Am't per<br>mile for<br>road<br>owned. | Amount Out-<br>standing. | Am't per<br>mile for<br>road<br>owned. | Am't Out-<br>standing. | Am't per<br>mile for<br>road<br>owned. | Amount Out-<br>standing. | Am't per<br>mile for<br>road<br>owned. |
| Atlantic Coast Line*                      | 4089.00                         | \$38,376,700.00          | \$ 9,385.00                            | \$ 73,165,500.00         | \$17,893.00                            | \$-----                | \$-----                                | 111,542,200.00           | 27,278.00                              |
| Alabama & Florida Div. L. & N.            | 123.86                          | -----                    | -----                                  | 1,288,000.00             | 10,399.00                              | -----                  | -----                                  | 1,288,000.00             | 10,399.00                              |
| Carrabelle, Tallahassee & Ga.             | 50.00                           | 1,000,000.00             | 20,000.00                              | 430,020.00               | 8,600.00                               | -----                  | -----                                  | 1,430,020.00             | 28,600.00                              |
| Florida East Coast                        | 484.95                          | 1,000,000.00             | 2,062.07                               | 13,259,000.00            | 27,340.96                              | -----                  | -----                                  | 14,259,000.00            | 29,403.03                              |
| Gainesville & Gulf                        | 48.00                           | 300,000.00               | 6,250.00                               | 15,000.00                | 3,125.00                               | 4,256.04               | 88.66%                                 | 454,256.04               | 9,463.66%                              |
| Georgia, Florida & Alabama*               | 107.00                          | 350,000.00               | 3,271.02                               | 550,000.00               | 5,140.18                               | 4,313.87               | 40.31                                  | 904,313.87               | 8,451.51                               |
| Georgia Southern & Florida                | 391.61                          | 3,768,000.00             | 9,621.81                               | 5,838,000.00             | 14,907.68                              | 348,000.00             | 888.63                                 | 9,954,000.00             | 25,418.12                              |
| Jacksonville & Southwestern               | 85.60                           | 100,000.00               | 1,168.22                               | 360,000.00               | 4,205.60                               | -----                  | -----                                  | 460,000.00               | 5,373.82                               |
| Live Oak & Gulf                           | 20.00                           | 100,000.00               | 5,000.00                               | 100,000.00               | 5,000.00                               | -----                  | -----                                  | 200,000.00               | 10,000.00                              |
| Pensacola Division, L. & N.               | 44.64                           | -----                    | -----                                  | 539,000.00               | 12,074.00                              | -----                  | -----                                  | 539,000.00               | 12,074.00                              |
| Pensacola & Atlantic Division,<br>L. & N. | 160.47                          | -----                    | -----                                  | 1,523,000.00             | 9,491.00                               | -----                  | -----                                  | 1,523,000.00             | 9,491.00                               |
| Seaboard Air Line*                        | 2554.25                         | 62,500,000.00            | 24,469.02                              | 580,750,000.00           | 22,736.61                              | 3,442,347.89           | 1,347.69                               | 124,017,347.89           | 48,553.32                              |
| South Georgia*                            | 51.00                           | 58,000.00                | 1,137.00                               | 193,000.00               | 3,784.31                               | -----                  | -----                                  | 251,000.00               | 4,921.31                               |
| Suwannee & San Pedro                      | 43.00                           | 50,000.00                | 1,162.76                               | 187,328.18               | 4,356.46                               | 3,004.94               | -----                                  | 240,383.12               | 5,590.30                               |
| St. Johns River Terminal Co.              | 6.39                            | 100,000.00               | 15,649.00                              | 1,000,000.00             | 156,494.00                             | -----                  | -----                                  | 1,100,000.00             | 172,143.00                             |
| Valdosta Southern*                        | 27.50                           | 100,000.00               | 3,636.36                               | 108,000.00               | 3,972.00                               | -----                  | -----                                  | 208,000.00               | 7,608.36                               |
| Yellow River Railroad                     | 25.90                           | 50,000.00                | 1,931.00                               | 150,000.00               | 5,791.00                               | -----                  | -----                                  | 200,000.00               | 7,722.00                               |
| Tavares & Gulf                            | 31.64                           | 250,000.00               | 7,901.00                               | 280,000.00               | 8,849.55                               | -----                  | -----                                  | 530,000.00               | 16,750.55                              |

\* Report for entire line.

MILEAGE OF RAILROADS IN FLORIDA, JUNE 30, 1904.

| NAMES OF RAILROADS.                                | Miles of Main<br>Track | Miles of Yard<br>Track and<br>Siding | Miles of<br>Branches &<br>Spurs | Total Mileage<br>Operated |
|--|------------------------|--------------------------------------|---------------------------------|---------------------------|
| (a) Atlantic Coast Line.....                       | 930 72                 | 161 35                               | 334 97                          | 1,427 04                  |
| Alabama and Florida.....                           | 11 83                  | 1 07                                 | 72                              | 13 62                     |
| Carrabelle, Tallahassee and Georgia.....           | 50 00                  | 3 58                                 | -----                           | 53 58                     |
| Florida East Coast.....                            | 484 95                 | 53 94                                | -----                           | 538 89                    |
| Gainesville and Gulf.....                          | 48 00                  | 2 00                                 | -----                           | 50 00                     |
| Georgia, Florida and Alabama.....                  | 23 59                  | 1 13                                 | -----                           | 24 72                     |
| Georgia, Southern and Florida.....                 | 155 75                 | 18 17                                | -----                           | 173 92                    |
| Jacksonville and Southwestern.....                 | 85 60                  | 6 00                                 | -----                           | 91 60                     |
| Live Oak and Gulf.....                             | 18 00                  | -----                                | 2 00                            | 20 00                     |
| Live Oak and Perry.....                            | 22 00                  | -----                                | -----                           | 22 00                     |
| Natural Bridge.....                                | 12 60                  | -----                                | -----                           | 12 60                     |
| Pensacola Division of the L. & N.....              | 46 77                  | 29 76                                | -----                           | 76 53                     |
| Pensacola and Andalusia.....                       | 20 00                  | 1 00                                 | -----                           | 21 00                     |
| Pensacola and Atlantic Division of the L. & N..... | 160 47                 | 13 03                                | -----                           | 173 50                    |
| Pensacola, Alabama and Tennessee.....              | 23 30                  | 2 35                                 | -----                           | 25 65                     |
| Seaboard Air Line.....                             | 746 31                 | -----                                | 7 68                            | 753 99                    |
| St. Johns River Terminal Co.....                   | 6 39                   | 11 87                                | -----                           | 18 26                     |
| (b) South Georgia.....                             | 12 41                  | -----                                | -----                           | 12 41                     |
| Suwannee and San Pedro.....                        | 52 00                  | 50                                   | 2 50                            | 55 00                     |
| Tallahassee and Southeastern.....                  | 20 00                  | -----                                | -----                           | 20 00                     |
| (c) Tavares and Gulf.....                          | 35 03                  | 1 38                                 | -----                           | 36 41                     |
| Valdosta Southern.....                             | 13 00                  | -----                                | -----                           | 13 00                     |
| Warnell Lumber and Veneer Railroad.....            | 12 00                  | -----                                | -----                           | 12 00                     |
| Yellow River Railroad.....                         | 25 90                  | -----                                | -----                           | 25 90                     |
| Total.....   | 3,016 62               | 307 13                               | 347 87                          | 3,671 62                  |

(a) Consolidated with the Atlantic Coast Line since above report. (b) 26 miles additional have been completed in Florida since above report was made.  
(c) Includes mileage operated under lease and trackage right.